

East Area Planning Committee

3rd June 2015

Application Number: 15/00996/RES

Decision Due by: 7th July 2015

Proposal: Erection of Bioescalator / Amenities Building, together with landscaping and ancillary works. (Part reserved matters of outline planning permission 12/02072/OUT relating to Plot B4, seeking approval of appearance, landscaping, scale and layout.)

Site Address: University Of Oxford Old Road Campus, Roosevelt Drive,
Appendix A.

Ward: Churchill Ward

Agent: Savills

Applicant: The Chancellor, Masters
And Scholars Of The
University

Recommendation: Committee is recommended to approve the reserved matters application subject to conditions

Reasons for Approval

- 1 The Council considers that the proposal accords with the policies of the development plan as summarised below. It has taken into consideration all other material matters, including matters raised in response to consultation and publicity. Any material harm that the development would otherwise give rise to can be offset by the conditions imposed.
- 2 The planning application represents an appropriate and efficient use of land allocated for medical research and teaching purposes at policy SP39 of the Sites and Housing Plan. The building is the second of 5 permitted by outline planning permission 12/02072/OUT which is subject to a range of imposed planning conditions. The development forms a logical next phase of development at the University's extended Old Road Campus with an acceptable relationship to existing buildings as well as to the nearby residential properties at Old Road and beyond. Conditions imposed at the outline stage provide mitigation of any adverse impacts of the development.
- 3 For the reasons set out in this report comments on the development received from statutory bodies or third parties do not amount individually or collectively to a reason to refuse planning permission. The relevant statutory bodies have been

consulted and the issues raised properly addressed by condition either already imposed on the outline permission or proposed to be imposed on this reserved matters application.

Conditions

1. Time limits.
2. Reserved matters approved.
3. Approved drawings.
4. Unexpected contamination.
5. Retention of trees T109 and T166

In addition to the above some 32 conditions were imposed on the outline permission which are required to be satisfied for the site as a whole and for this reserved matters submission for the Bioescalator building. Consideration of details in compliance with conditions is a delegated function to officers in the Council's Constitution, and it is not a requirement that they need be agreed before this current reserved matters application is determined as it relates only to details of appearance, scale, layout and landscaping. Those details required to be submitted for approval must all be in place however before the building works can be completed and the building occupied, and at this stage they are indicated to follow shortly. In the meantime various documents which will form the basis of those submissions are included for information.

The conditions to the outline permission related to the following matters:

- i. Time Limits for Commencement.
- ii. Details of Reserved Matters.
- iii. Development in Accordance with Parameter Plans. Restrictions on Building Heights.
- iv. Materials.
- v. Landscape and Public Realm Details.
- vi. Protection of Trees.
- vii. Arboricultural Method Statement:
- viii. Landscape Implementation.
- ix. Landscape Management.
- x. Boundary Treatments.
- xi. Maximum Number of Car Parking Spaces.
- xii. New Cycle and Pedestrian Access Points.
- xiii. Cycle Parking Provision.
- xiv. Travel Plan.
- xv. Construction Travel Plan.
- xvi. Construction Environmental Travel Plan.
- xvii. Sustainability Strategy.
- xviii. Foul and Surface Water Drainage.
- xix. Sustainable Drainage.
- xx. Ground Contamination.
- xxi. Vibration and Piling.
- xxii. Petrol / Oil Interceptors.
- xxiii. Noise Attenuation.
- xxiv. Internal and External Lighting.

- xxv. Mitigation of Cooking Smells.
- xxvi. Repeat Ecological Surveys.
- xxvii. Bird Nesting Season.
- xxviii. Habitat Creation.
- xxix. Photographic Record.
- xxx. Archaeological Watching Brief.
- xxxi. Public Art Strategy and Provision.

Legal Agreement and Community Infrastructure Levy (CIL).

A financial contribution of £1,169,231 was secured towards highways works from outline planning permission 12/02072/OUT. This reserved matters application is not eligible for further contributions or CIL payments.

Principal Planning Policies:

Oxford Local Plan 2001-2016

- CP1 - Development Proposals
- CP6 - Efficient Use of Land & Density
- CP8 - Design Development to Relate to its Context
- CP10 - Siting Development to Meet Functional Needs
- CP11 - Landscape Design
- CP13 - Accessibility
- CP14 - Public Art
- CP17 - Recycled Materials
- CP18 - Natural Resource Impact Analysis
- CP21 - Noise
- CP22 - Contaminated Land
- CP23 - Air Quality Management Areas
- TR1 - Transport Assessment
- TR2 - Travel Plans
- TR3 - Car Parking Standards
- TR4 - Pedestrian & Cycle Facilities
- TR5 - Pedestrian & Cycle Routes
- TR7 - Bus Services & Bus Priority
- TR9 - Park & Ride
- TR12 - Private Non-Residential Parking
- TR13 - Controlled Parking Zones
- TR14 - Servicing Arrangements
- NE6 - Oxford's Watercourses
- NE11 - Land Drainage & River Engineering Works
- NE12 - Groundwater Flow
- NE13 - Water Quality
- NE14 - Water and Sewerage Infrastructure
- NE15 - Loss of Trees and Hedgerows
- NE16 - Protected Trees
- NE20 - Wildlife Corridors
- NE21 - Species Protection
- NE22 - Independent Assessment
- HE2 - Archaeology

HE6 - Buildings of Local Interest
EC1 - Sustainable Employment

Core Strategy

CS9 - Energy and natural resources
CS10 - Waste and recycling
CS11 - Flooding
CS12 - Biodiversity
CS13 - Supporting access to new development
CS14 - Supporting city-wide movement
CS17 - Infrastructure and developer contributions
CS18 - Urban design, town character, historic environment
CS19 - Community safety
CS20 - Cultural and community development
CS30 - Hospitals and medical research

Sites and Housing Plan

MP1 - Model Policy
SP39 - Old Road Campus

Other Planning Documents

- National Planning Policy Framework (NPPF).
- Planning Policy Guidance.
- Supplementary Planning Documents (SPDs)

Public Consultation

Statutory Consultees Etc.

- County Council - Strategic Comments: Fully supportive of Bioescalator innovation centre which has important role in the economic growth of County; pleased that sufficient transport measures are in place.
- County Council - Highways: Parking levels in line with levels agreed at outline stage; cycle parking provision greater than minimum ratio set out in outline permission; change to traffic flows minimal; no concerns on basis that there is no change to the overall parking provision and ratio of staff to parking spaces; highway works as part of "Access to Headington" likely to take place 2016/17 to 2017/18; construction travel plan should be submitted (*NB: CTP already required by outline permission*).
- County Council - Drainage: Additional soakaway tests should be carried out; surface water from car parks to discharge through porous surfaces to storage attenuation tanks and then to Boundary Brook; need to check if basements in surrounding area; flood storage facilities need to be maintained. (*NB: Foul and surface water drainage details and sustainable drainage techniques already required via outline permission*).
- County Council - Ecology: Advice should be sought from City Ecologist.
- Environment Agency Thames Region: No objections; provision has been made for 8l.s discharge from 3 Park Hospital buildings; Amenities building designed on generating 2.5l/s, providing attenuation of 171 cu m; pleased that compensatory habitat creation has been incorporated.

- Natural England: No objection; application in close proximity to Lye Valley SSSI but Natural England satisfied that there is unlikely to be an adverse impact if proposal carried out in strict accordance with application as submitted; SSSI does not therefore represent constraint in determining application; suggest conditions requiring schemes of maintenance of porous paving and of attenuation tanks.
- Cherwell District Council: Does not wish to make any comments on proposals.
- Thames Water Utilities Limited: Waste – request use of non return valves to avoid backflow; Surface water – storm flows should be attenuated or regulated into public network; Sewerage infrastructure – no objection;

Individual Comments:

One response only received. The main points raised were: concerns about impact on plant life and flooding at Cowley Marsh; need to avoid contaminants to Boundary Brook; measures to compensate for loss of habitat; need for screening from Old Road; consideration to be given to cycle provision and speed indicator signs along Old Road; request lighter colours to facades than other buildings on campus; light pollution needs to be addressed; hours of working and servicing to avoid anti social hours.

In addition the applicant undertook its own consultation exercise prior to submitting the planning application. This took the form of two separate exhibitions at the Old Road Campus. The first was on 28th and 29th March 2014 at the very early design stage when some 195 people attended. There was general support for the proposals in the form and location indicated, and also for the size, shape and height of the building. There was also support for the services to be provided and the amount of cycle parking.

A further more detailed consultation exercise and exhibition was undertaken at the same venue on 5th and 6th December 2014 when the proposals were at a more advanced stage, substantially as now presented in the planning application. On this occasion 34 staff from Old Road and 29 members of the public attended. Again there was general support for the project and for the height and elevational treatment. There were however some concerns about the materials to be utilised. There was also some concern about the loss of trees, but support for a high quality landscaping scheme to be implemented after completion. Finally concern was expressed in respect of arrangements during construction

Lastly the emerging proposals substantially as now submitted in this planning application came before the Oxford Design Review Panel (ODRP) on 27th November 2014. In terms of the progressive layout out of the campus as conceived in the outline planning permission and Masterplan, the ODRP welcomed concentrating parking for the campus at this single site, thus reducing vehicle movements. It was felt however that the Masterplan lacked sufficient good quality public realm. The Panel suggested that the building height could be increased to create more external space, and that trees could be lost to the north - west side of the building with the creation of an accessible open space at this point compensating for their loss. In terms of the building itself, the design approach was supported with the glazed link connecting the two separate elements having the potential to be striking. Further refinement to the internal layout would make the spaces more adaptable for the future. The ambition to

achieve a BREEAM status of outstanding was commended.

A full copy of the panel's comments appears as **Appendix B** to this report.

Officers Assessment.

Background to Case.

1. The planning application relates to a roughly rectangular parcel of land now part of the extended University Old Road Campus, but previously forming part of Boundary Brook House (Park Hospital). **Appendix 1** refers. It is accessed via Roosevelt Drive and the spine road to the campus and is currently occupied by a temporary car park required whilst building works are under way for the so called Big Data Institute (BDI) building nearby. In the event that planning permission is granted, then the temporary car park would have to be relocated, and a separate application for a new temporary facility appears elsewhere on this agenda under reference 15/00990/FUL. The planning application forms the second phase of the expansion of the Old Road campus permitted by outline planning permission 12/02072/OUT.
2. That outline permission fixed the point of vehicular access to the site of the current application from Roosevelt Drive, with the remaining details of layout, scale, appearance and landscaping to follow as a series of reserved matters applications for each new building. This current case represents the second of those applications leading to the construction ultimately of the 5 new medical research buildings permitted. The first of these was the BDI building referred to above and now under construction. The Old Road Campus is specifically allocated for medical teaching and research under policy SP39 of the Sites and Housing Plan adopted in February 2013:
*"Planning permission will be granted for medical teaching and research at Old Road Campus. Planning permission will not be granted for any other uses.
The development will be expected to minimise car parking spaces on site. Applicants will be expected to demonstrate how the development mitigates against traffic impacts and maximises access by alternative means of transport. Pedestrian and cycle access should be created across the whole site.
Planning permission will only be granted if it can be proven that there would be no adverse impact upon surface and groundwater flow to the Lye Valley SSSI. Development proposals should reduce surface water runoff in the area and should be accompanied by an assessment of groundwater and surface water. Development proposals must incorporate sustainable drainage with an acceptable management plan".*
3. In addition policy CS30 of the Core Strategy indicates that medical research associated with the universities and hospitals will be granted planning permission on existing hospital sites in Headington and Marston.
4. In total the outline planning permission granted consent for 48,000 sq m of medical research floorspace in the 5 separate buildings on between 2 and 5

floors, together with 459 car parking spaces, cycle parking and other facilities. It was envisaged that ultimately the campus would employ 2850 staff with a maximum of about 90% on site at any one time. At the time of the permission 251 car parking spaces were present on site serving the 1583 staff with parking spaces therefore set at a ratio of 1space per 6.3 staff. This standard was adopted as the basis for future requirements up to a maximum of 459 car parking spaces being permitted. Cycle parking for approximately 400 cycles was also then present on site with the University already having an aspiration to provide approximately 1000 cycle stands on the extended and completed campus. A minimum standard of 1 cycle stand per 2.8 staff was therefore adopted as a reasonable but challenging standard to be achieved in fully building out the campus.

5. The car parking requirement is much reduced from that set within the Local Plan of 1 car parking space per 2 staff for this type of development, but the cycle parking well in excess of the usual requirement of 1 cycle parking space per 5 staff. A small number of cycle hire stands have also been erected on the campus as part of the County Council's cycle hire scheme, whilst a financial contribution to the Highway Authority of £1,169,231 was secured from the outline permission towards transport infrastructure improvements.
6. Although submitted in outline only permission 12/02072/OUT was accompanied by a series of "parameter plans" defining the heights and general location of each new building. This was supported by a Masterplan which indicated how the completed campus was intended to be built out over a period of years. In addition conditions imposed on the permission required the creation of new pedestrian access points from Old Road, additional cycle parking, the maximum amount car parking spaces, Travel Plan, landscaping and other features. These are referred to above.
7. The outline planning application was accompanied by a full Environmental Statement (ES). Consideration of the issues covered by the ES was encompassed within the officers' report to East Area Planning Committee on 6th December 2012. For ease of reference a copy of that report is attached in full now as **Appendix C**. As a reserved matters application the current proposals remain ES development. However as the submitted ES is recently compiled and up to date, it provides sufficient information for the environmental aspects of the development to be taken into account without a further ES being required. Nevertheless additional technical reports on various aspects of the development are provided with the planning application. These relate to ecology, flood risk assessment, ground conditions and hydrology and transport assessment.
8. Whilst the updated transport assessment for example notes that since the outline submission there has been a change in traffic flows of between 1% and 3% during the afternoon peak, this is not considered significant and no concerns are raised by the Highway Authority in that regard. Moreover overall none of the additional information provided changes the previous conclusions on environmental matters as set out in the officers' report on the outline permission at **Appendix C**.

9. Separately, and not part of the outline permission, full planning permission was granted in 2011 for the Kennedy and NDM buildings which have recently been completed and occupied whilst at its May 2015 meeting East Area Planning Committee granted temporary planning permission for the Triangle Building to be used as a workplace nursery for a period of up to five years after which that part of the campus will be required for a further medical research building at site B2 of the Masterplan.
10. The application site and adjacent land is subject to a Tree Preservation Order which allows the local planning authority to exercise control over the removal of trees from the site.

Current Proposals.

11. The extended Old Road Campus is intended to provide the University with state of the art flexible medical research and ancillary facilities, and specifically in the case of the proposed Bioescalator / Amenities building a resource where a mix of clinicians, researchers and academics can come together, not only to undertake academic research and teaching, but to promote practical applications arising from that research with entrepreneurs and the business community. The Bioescalator is a joint project of the University and Central Government where the latter has contributed £11.1m of funding through the Oxford City Deal as part of an investment programme to promote innovation in healthcare and the creation of new companies in one of the strengths of the local economy.
12. The submitted planning application sets out 3 core aims for the Bioescalator project:
 - i. to translate research excellence into tangible health and wealth benefits by providing the necessary space, support and guidance to emerging spin out companies to allow them to grow, become viable, and move on to the Oxford Science Park or other facility;
 - ii. to promote entrepreneurship in research by positioning the facility right at the heart of the clinical and academic research campus, and enable a cultural shift to take place fostering connectivity, permeability and a stronger emphasis on developing research into tangible products and therapies; and
 - iii. to connect with local healthcare practitioners to support the translation of ideas from the laboratory to the market by bringing together key stakeholders.
13. The new building also has a second function, in providing supporting facilities for the campus as a whole. Overall the current application relates directly to the medical research undertaken on the campus as an ancillary and secondary function to its allocation under policy SP39 of the adopted Sites and Housing Plan and outline permission 12/02072/OUT. As such no issues are raised in respect of the principle of the use of the land for the purposes indicated. The application is accompanied by a second planning application for a temporary car park in direct replacement for an existing temporary car

park which currently exists on the Bioescalator site. As indicated above a separate report on that application appears elsewhere on this agenda under reference 15/00990/FUL.

14. As a reserved matters application the proposals fall to be considered only against the remaining details now submitted, namely layout, scale, appearance and landscaping. The text to the remainder of this report is therefore presented under the following headings :
- built forms: layout, scale and appearance; and
 - landscaping and public realm.

Built Forms: Layout, Scale and Appearance.

15. The location of the Bioescalator building follows closely from that envisaged in the Masterplan accompanying the outline permission as building B4. It is located to the south side of the extended campus to the east of the access road where it joins Roosevelt Drive. An image of an updated campus Masterplan taking into account the Bioescalator building but with future buildings B1, B2 and B3 in diagrammatic form only appears as **Appendix D**. In total some 17,106 sq m of accommodation is proposed with the building split into two distinct elements. To the north is the research and related accommodation whilst to the south is a distribution centre and car parking.
16. In total the building provides research accommodation, catering facilities, cafeteria, bar, break out space, external public space, campus security centre, centralised distribution centre and 456 space car park, together with 48 cycle and 7 motor cycle spaces. In providing the car parking at a centralised location the ability is created to remove it from elsewhere within the built out campus in due course. However use of the full 456 car parking spaces would only be available on completion of the Masterplan for the campus and the achievement of the envisaged 2,850 employment level. In the interim as numbers grow from their present levels the ratio of 1 car parking space per 6.2 staff would remain in force commensurate with the University's Travel Plan and conditions imposed on the outline permission. Moreover the centralised distribution centre allows deliveries to be received at a single location so that large delivery vehicles would similarly no longer be required to access individual buildings around the campus. The effect of these principles established at outline stage would be that only maintenance and smaller deliver vehicles plus vehicles for disabled staff and visitors need access other parts of the campus which would become essentially traffic free.
17. The generally rectangular built form of the building itself is divided into two distinct parts. To the northern side are the main functioning parts of the building consisting of catering facilities and plant at basement level, café and teaching space at ground floor level, and Bioescalator research and development accommodation on the floors above with further plant and building services at roof level. In future years the arrangement of these spaces may vary to meet changing needs and the flexible nature of the floorspace is designed to readily accommodate those needs. To the south accessed from two separate access points from the campus access road is a

double height delivery and distribution centre with car parking at part ground floor level and half levels above. These two distinct parts to the building are linked by a glazed atrium space termed “the Cut”. This space is intended as the central hub and meeting place to the building, giving access either to the various floors of accommodation, or to the car parking areas. It provides the main pedestrian entrance point from the campus access road to the west side, as well as a further entrance from the garden areas to the east where ultimately building B3 is intended to be located in future years.

18. Whilst the precise form of the building was not defined by the outline permission, the adopted parameter plan did restrict its height to 17.7m to parapet from ground level, allowing for some elements to protrude above. As now proposed the parapet is set at the 17.7m height level with some minor features above. In that regard a southern fire escape would be 2.06m above the parapet, the plant room 3.6m above, and the stairs / lift shaft for the central “Cut” feature 3.9m above. These elements which are generally set back from the parapet edge of the building are comparable with roof additions at other buildings on the campus of up to 5m.
19. The heights of these other buildings across the campus vary in any event and there are also variations of up to 2m in existing ground levels, with the Bioescalator being set to be constructed from a ground level of 96.0m AOD or approximately 2m lower than existing ground levels to the north. At 17.7m to parapet it would be comparable with its nearest neighbour, the Old Road Campus Research Building (ORCRB) to the immediate west of the access road which has a parapet level of 17.2m. The height and scale of the building can be accepted accordingly in this context, bearing in mind also that it is located at that part of the extended campus furthest from residential properties in Old Road.
20. During the course of consultation the ODRP had suggested there was a good case for a taller structure at this location, creating the potential for larger external spaces around the building. Building heights had been established and confirmed in the outline permission however and both the applicant and planning officers were of the view that a substantially taller building would be inconsistent with other buildings existing and proposed and that such a design solution should not be pursued. This was a view also held by respondents who expressed a view on that issue at the public exhibition event held in November 2014.
21. In terms of the external appearance of the building the northern section accommodating the Bioescalator and other functioning floorspace displays a clear verticality in its elevational treatment with alternate bands of glazing and pre cast elements separated by narrow flat metal fins. The glazing extends to floor level within each upper storey, but with the lower section of each window element back painted in the interests of modesty. At roof level metal cladding is proposed to plant areas with photovoltaics above.
22. In contrast the multi level car park and distribution centre would possess a very different treatment, reflecting its different function and with visual

references to the landscape in which it would be located. To this end its perforated skin consists of a series of straight or twisted metal fins to create images of trees within a landscape whilst still allowing partial views into the parking area behind. To the southern end the tree imagery is of a large scale and densely populated, gradually giving way to a lighter imagery of trees with smaller branches and twigs as the twists in the metalwork become smaller or less frequent. Moreover the imagery changes as the viewer proceeds past the building, with the twisted blades also reacting differently to different conditions of natural light.

23. Between these two main elements the Cut linking them serves to draw together their contrasting functions in the form of a spectacular fully glazed atrium space which also serves to signpost the main entrance. Despite its inventive design the facades to the building as a whole are intended to use a similar palette of materials to that used elsewhere on the campus, including glass, metal and solid pre cast elements. The final choice of actual materials would be for later consideration.
24. Overall officers are satisfied that the proposed Bioescalator building displays an imaginative and thoughtful design solution which responds positively to the constraints and opportunities presented by the site as it evolves, whilst providing good quality, flexible research accommodation. It represents the next phase in the changing physical character of the extended campus whilst facilitating opportunities to translate leading medical research into new products and treatments. In summary officers are able to support the design approach adopted.

Landscaping and Public Realm.

25. The approach to landscaping and public spaces as set out in the Masterplan accompanying the outline planning application was assessed in the officers' report to committee at that time, reproduced now at paragraphs 38 to 46 of **Appendix C**. Officers had concluded that the expanded campus had consisted of a mix of tree species and age classes of varying quality and life expectancy. Although a large number of trees were proposed to be removed the numbers lost had to be viewed within an assessment of the broader landscape, the needs of the allocated site, and of the condition and value of many of those trees lost.
26. The Masterplan therefore sought to address the lack of clarity and create a better sense of space, unifying disparate elements of the site, retaining the best tree coverage, and increasing tree and hedgerow diversity. It envisaged a series of small squares or nodes linked by traffic free thoroughfares. Buildings were to be separated by green spaces wherever possible and the northern and western boundaries retained as woodland wildlife corridors. Central to the concept was an avenue through the centre of the expanded site, tree lined along its northern section. An illustration was reproduced as Appendix 5 to the officers' report. Typical planting for street and courtyard areas was indicated to be small leaved lime, common hornbeam, Caucasian lime, rowen and whitebeam, and for parkland edges and boundaries

Caucasian lime, small leaved lime, silver birch and Deodar cedar.

27. Within this framework the Bioescalator building as now proposed would sit hard up to the existing central access road to its west, but with the existing woodland belt to the east retained. The existing trees within this area are not necessarily outstanding individually but have a strong collective presence. The group is mostly populated by sycamores, common lime and Norway maples, but also by a small number of other species including ash and hawthorn. The better quality trees classified category B within BS5837: 2012 as of moderate quality and value are retained, whilst those of poorer quality removed. The removals are mostly of category C, low quality and value, though some specimens are assessed as being in poor condition and should be removed irrespective of any development proposals. To the north though not forming part of this current application is envisaged a more formal break out space between the building and the intended B2 building to come forward to the north in due course.
28. Within the woodland area to the east a sinuous footpath is introduced, breaking through the hedgerow to the south at Roosevelt Drive near the eastbound bus stop. This leads through the woodland area northwards to a more formal lawned area to the north and east of the Bioescalator building, adjacent to its eastern entrance. Seating would be provided within the more formal lawned area for staff to spill out into as well as into the woodland area. Seating is also proposed elsewhere around the building. New tree planting to supplement the retained species is not proposed within the woodland area but can be considered in the future as required, with future removals controlled via the Tree Preservation Order. Supporting the retained trees would be a mix of lower level shrub planting, ornamental grass planting and herbaceous planting.
29. To the north of the building is envisaged to be a new "street" leading ultimately to building B3 via a new green square. The intended street and square do not form part of the current application but are referred to as an indication of future aspirations for this part of the expanded campus. In this area a Corsican pine, T166 on the tree survey, is suggested for removal. A further Corsican pine nearby, T172, is shown for retention but is likely to be lost in this next phase of development due to its close proximity to the projected B3 building and due to the changes in ground level likely to be required for the new green square. As the first of the Corsican pines T166 could still be retained, it is suggested that it should not be removed, whilst noting the likely future loss of the second one, T172. Similarly a lime tree T109 to the eastern side of the woodland area close to the boundary with the temporary car park can also usefully be retained. A condition requiring the retention of trees T166 and T109 is therefore suggested.
30. Three new trees are also suggested to the south - west corner of the site where the Bioescalator fronts onto Roosevelt Drive at its junction with the campus access road. Although the species is not identified these will need to be fastigiated or compact in crown form and will thus provide elements of formal landscape design to the street scene which is appropriate for the

location. A hedge would continue to be present around this corner point, and herbaceous / shrub planting also introduced. Officers support the introduction of greenery at this point, subject to the precise choice of tree species

31. Also accompanying the planning application is an Arboricultural Method Statement which includes details of protective fencing erected in compliance with BS 5837:2012 such that trees intended to be retained in the long term are not adversely affected. These arrangements have been drawn up in full conjunction with the Planning Service's Tree Officer and are supported accordingly.
32. In terms of hard surfaces, an illustrative scheme is submitted which indicates the southern section of the access road being treated in a coloured tarmac aggregate, giving way north of the vehicular access points to the building to granite sets and paving where ultimately only occasional traffic movements are proposed. The final choice of materials at this point would be subject to future consideration.
33. The landscaping approach generally is supportable and works well within the wider landscape Masterplan. No objection is therefore raised to the approach adopted in relation to this reserved matters application, though where some limited new planting is proposed a dialogue will continue in order to agree the actual species, nursery stock sizes etc as appropriate.

Conclusion.

34. This second building stemming from the 2012 outline planning permission represents a tangible and complementary extension to the medical research currently undertaken at the campus, by advancing that research towards actual applications in the form of new treatments and products. Medical research is seen as one of the strengths of the local "knowledge economy" which has been recognised by Central Government in part funding the Bioescalator project via the Oxford City Deal.
35. The building the Bioescalator project would occupy responds positively to the conditions and parameters established in the outline planning permission, reflecting the disposition of new buildings set out in the Masterplan. Conditions imposed to the outline permission require a range of matters relating to the building and the wider campus still to be addressed in the time ahead with many of those matters already the subject of a positive and ongoing dialogue between the applicant and the Council as local planning authority.
36. Committee is recommended to welcome this next stage in the evolution of the Old Road Campus and to support the application accordingly.

Human Rights Act 1998

Officers have considered the Human Rights Act 1998 in reaching a recommendation to grant planning permission, subject to conditions. Officers

have considered the potential interference with the rights of the owners/occupiers of surrounding properties under Article 8 and/or Article 1 of the First Protocol of the Act and consider that it is proportionate.

Officers have also considered the interference with the human rights of the applicant under Article 8 and/or Article 1 of the First Protocol caused by imposing conditions. Officers consider that the conditions are necessary to protect the rights and freedoms of others and to control the use of property in accordance with the general interest. The interference is therefore justifiable and proportionate.

Section 17 of the Crime and Disorder Act 1998

Officers have considered, with due regard, the likely effect of the proposal on the need to reduce crime and disorder as part of the determination of this application, in accordance with section 17 of the Crime and Disorder Act 1998. In reaching a recommendation to grant planning permission, officers consider that the proposal will not undermine crime prevention or the promotion of community safety.

Background Papers: Applications 12/02072/OUT, 15/00996/RES, 15/00990/FUL

Contact Officer: Murray Hancock

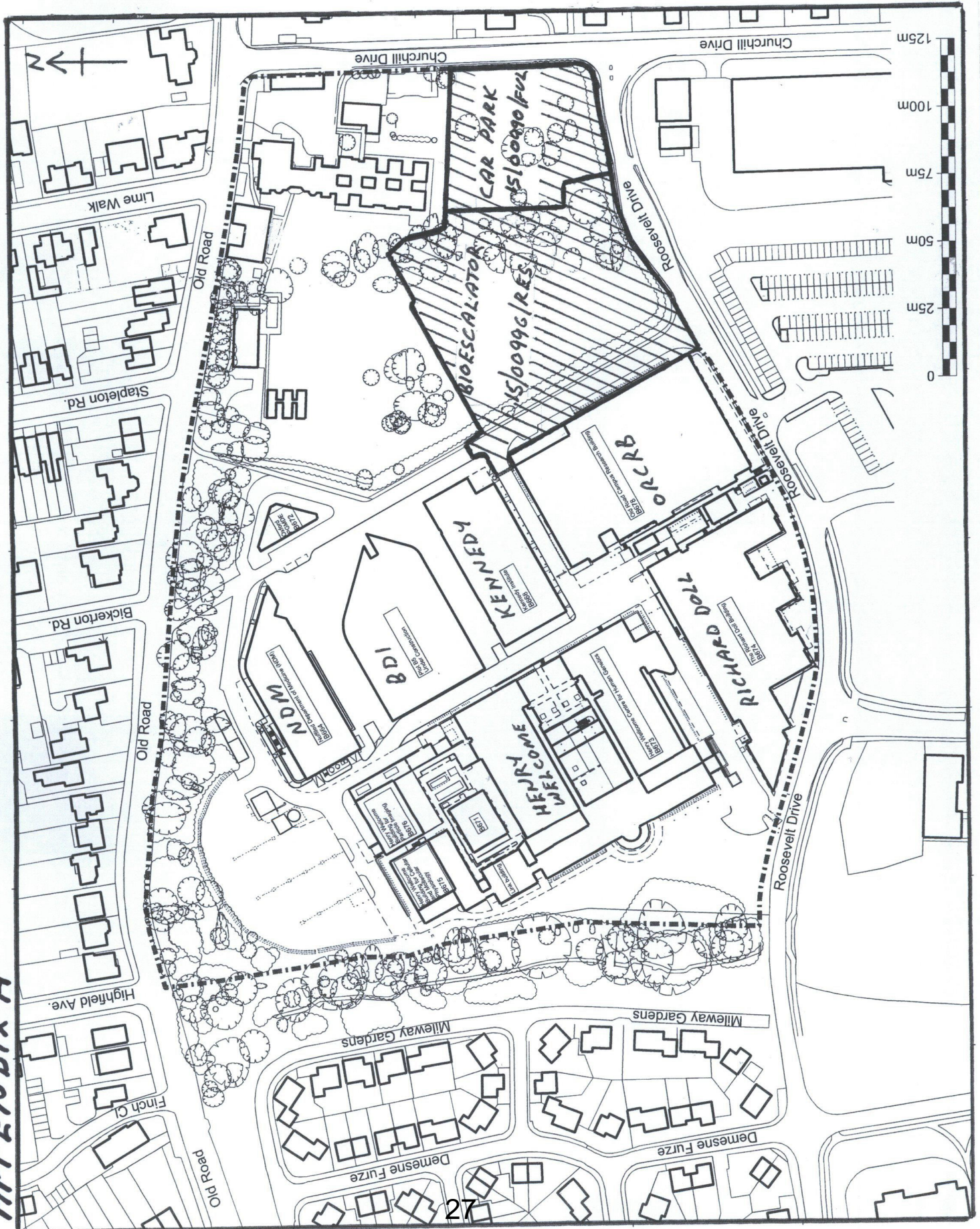
Extension: 2153

Date: 22nd May 2015

APPENDIX A

15/0099G/RES

APPENDIX A



APPENDIX B

CONFIDENTIAL

15 December 2014

Carolyn Puddicombe
Estates Services
University of Oxford
The Malthouse
Tidmarsh Lane
Oxford
OX1 1NQ

Our reference: DCC/0654

Oxford City Council: Old Road Campus - Amenities and BioEscalator Building

Dear Carolyn Puddicombe,

Thank you for presenting to Cabe's review meeting on 27 November 2014. We are pleased to continue our involvement in Old Road Campus and are supportive of the role the scheme plays in the redevelopment of the campus and BioEngineering industry across the UK and globally. Since our review of the BDI building, the masterplan has been reconsidered, and this has helped shape the current proposal. We feel that the tightness of the site justifies the university's decision to combine two very different functions in one project. We applaud, in particular, the distribution facility that will greatly reduce vehicular movements across the campus. We think that further improvements to this project will be required in order to create a successful campus, and a future-proofed architectural piece. The campus is severely lacking in open space and good quality public realm. Strategic decisions on building height and layout need to be taken at this stage in collaboration with Oxford City Council to ensure that usable open spaces are provided given the projected high number of staff and students.

Wider masterplan

The success of Old Road Campus will depend on how the development projects come together to create a complementary mix of high quality buildings and open spaces. We are concerned that the campus currently has insufficient open space to accommodate the future population of users on site. At this stage further masterplan studies are needed to test the ideal quantum and layout of open spaces across the campus. Larger and better quality open spaces will be crucial in counterbalancing the densely built character of the site and helping to generate a vibrant campus atmosphere.

The masterplan should include a more robust strategy to define the hierarchy of streets and spaces and inform layouts of future buildings, as well as improve navigation across the campus. We welcome the initial design thinking about the pedestrian/cycling route from Roosevelt Drive in the south-west to Block B3 in the east. Further work is required to make this route feel hospitable and safe, and we recognise that, on completion of this project, it will be



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possible to make great improvements to the service yard at the rear of the ORCRB building. Strategically-placed pocket parks along this route culminating in an open space at Block B3 will help to make it a dynamic feature in the masterplan.

Public space and landscape

We welcome the site analysis and initial landscape approach to the whole site incorporating different character areas. We appreciate your desire that the northern and western borders of the campus retain the quality of a woodland edge, reinforced with understory planting and meadow grassland. However, we note that the campus will in due course be very heavily used, and suggest that meadow grassland may be too delicate in this case.

More open space is needed for leisurely outdoor activities for staff and students in and around the Amenities Building. We note that the building plan footprint has been increased in order to accommodate the BioEscalator, and that this has resulted in a decrease in the available external space. We regard this as a serious issue, and therefore recommend that you explore how the building footprint could be reduced, and height increased, to provide more open space to the north and east of the site. Elegant and strategically placed taller building elements that perforate the height datum of 18.2m could add to the character of the site and act as an orientation point. In addressing the quantum and layout of open spaces, better daylighting might be achieved.

The Amenities Building is further hemmed in to the north-west, where the available space has great potential to be an active hub given its scale and location. However it currently is overshadowed by large sycamore trees and hard to access due to level differences. We suggest exploring opportunities to make the open space more accessible for all users and feel larger and more active by creating an urban square at grade. We acknowledge that this may entail some tree loss, but we feel that the site-wide benefits of a well-placed, sunnier, and more accessible square for staff and students would compensate for this. A shared surface between this space and the café in the Amenities building, would make the square feel larger and would also allow the café to spill out. As the masterplan progresses, we suggest exploring how the surrounding building façades can also help to give this space a more cohesive look and feel.

The narrative of the 'wilderness' to the east of the Amenities Building is attractive given the large mature trees. The swales for water attenuation and surface water run-off, and integrated seating in pods amongst the mature trees are particularly commendable. However, this outdoor area is likely to be popular and we suggest exploring how more people can walk through and enjoy this space whilst maintaining its lush, green appearance. Woodchip on the ground, for example, will provide dry surfaces for walking especially under dense canopies, and could be more easily maintained with high footfall.

We think that the proposed tree and shrub planting to the south of the car park building along Roosevelt Drive feels squeezed. We suggest continuing to explore the character and detail of the landscape at this key position.



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It is essential that short and long term management strategies should be developed for the landscape of the entire campus, reflecting likely intensiveness of use.

Elevations

We support the initial design approach to the elevations. They have the potential to reflect the two building functions whilst creating a sense of visual dialogue and coherence. The restrained character of the Amenities block has the makings of a design appropriate to an academic building, in contrast with the screen approach adopted for the carpark building. The glazed link that separates these two facades could be visually striking. However, we strongly recommend expanding further on this concept by enhancing the visual contrast between these two elevations. Opportunities to add depth, weight and genuine difference to the Amenities building elevation could also be explored. Whilst we appreciate the design of the screen to the carpark building, we suggest testing the scale of its patterning to ensure that the tree imagery is legible. It will also be important that servicing and strip lighting in the car park, particularly at night, is sufficiently concealed behind the screen. We suggest developing the large solid façade enclosing the staircase on the southern elevation further. The lifting of the screen at the south west corner, to signal the entrance to the campus, has potential as an idea. The placing of signage here needs careful thought and we recommend exploring the potential of a "green wall" further.

Internal layout

The internal layout seems to work well both horizontally and vertically. However, with further refinements the internal spaces could feel more generous and be adaptable for future growth. We recommend that the "cut" should be more creatively and strategically designed to support the internal spaces. We feel that it could be wider, whilst still being tall and slender, to facilitate easier and more comfortable movement through the building, especially at peak times in the day. Seating or informal breakout spaces in the "cut" will provide alternative spaces for staff and students to meet and congregate. Where possible, more ramps will help to make the internal spaces feel more welcoming and easy to use.

Sustainability

The ambition to achieve Breeam Outstanding is highly commendable as it sets a high benchmark for this scheme and future developments on the campus. We welcome the approach to sustainability in the design and fabric of the building. Further investigations into how the building could be passively heated by sunlight and cooled by natural ventilation, in particular via the "cut", are vital. Where possible, identifying specific uses for the different internal spaces will help define and measure precise service needs, and therefore could help improve sustainability. Finally, we suggest continuing to look for further opportunities to incorporate photovoltaic panels given the shortage of space on the roof.

Thank you for consulting us and please keep us informed of the progress of the scheme. If there is any point that requires clarification, please telephone us.



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Yours sincerely



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cc (by email only)

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Rebecca Maughan	Turner & Townsend
Murray Hancock	Oxford City Council

Review process

Following a site visit and discussions with the design team and local authority, the scheme was reviewed on 27 November 2014 by Joanna van Heyningen (chair), Colin Haylock, Gillian Horn, Jessica Byrne-Daniel, Jon Rowland and Paul Appleby. These comments supersede any views we may have expressed previously.

Confidentiality

Since the scheme is not yet the subject of a planning application, the advice contained in this letter is offered in confidence, on condition that we are kept informed of the progress of the project, including when it becomes the subject of a planning application. We may share confidential letters with our affiliated panels only in cases where an affiliated panel is taking on a scheme that we have previously reviewed. We reserve the right to make our views known should the views contained in this letter be made public in whole or in part (either accurately or inaccurately). If you do not require our views to be kept confidential, please write to designreview@designcouncil.org.uk.



APPENDIX C

East Area Planning Committee

8th January 2013

Application Number: 12/02072/OUT

Decision Due by: 6th December 2012

Proposal: Demolition of existing buildings on application site. Outline planning application (fixing details of access) for the erection of 48,000sqm of class D1 research floorspace and ancillary facilities on 2 to 5 storeys over 5 building plots as an extension to University of Oxford Old Road Campus. Provision of 459 car parking spaces, cycle parking, hard and soft landscaping and boundary treatment

Site Address: University of Oxford Old Road Campus, **Appendix 1.**

Ward: Churchill Ward

Agent: Turnberry Consulting

Applicant: University of Oxford

Recommendation: Committee is recommended to support the proposals in principle but defer the planning application in order to draw up an accompanying legal agreement and to delegate to officers the issuing of the Notice of Planning Permission on its completion.

Reasons for Approval

- 1 The proposed development would represent an efficient use of land allocated for medical research in the emerging Sites and Housing Plan. The buildings would be limited in their height, scale and massing to form an appropriate extension to the University's existing medical research campus. The relationship with residential properties in the locality would be acceptable as would the relationship to Old Road and the Churchill Hospital site. Appropriate landscaping would be secured to mitigate against any loss of tree coverage with ecology, hydrology and groundwater conditions protected.
- 2 For the detailed reasons set out in this report it is concluded that the public comments received in relation to the development do not amount individually or collectively to a reason for refusal of planning permission, and that the relevant bodies have been consulted and the issues raised properly addressed.
- 3 The Council considers that the proposal accords with the policies of the development plan as summarised below. It has taken into consideration all

other material matters, including matters raised in response to consultation and publicity. Any material harm that the development would otherwise give rise to can be offset by the conditions imposed.

Conditions

- 1 Time limits for commencement
- 2 Reserved matters
- 3 Development in accordance with parameters plan
- 4 Restrict building heights
- 5 Materials
- 6 Landscape and public realm
- 7 Arboricultural method statement.
- 8 Landscape and public realm
- 9 Landscape management
- 10 Boundary treatments
- 11 Car parking strategy - maximum numbers
- 12 Pedestrian and cycle access points
- 13 Cycle parking
- 14 Travel plan
- 15 Construction travel plan
- 16 Construction Environmental Management plan
- 17 Sustainability strategy / natural resource impact analysis.
- 18 Foul and surface water drainage
- 19 Sustainable drainage
- 20 Flood risk assessment
- 21 Ground contamination
- 22 Vibration and piling
- 23 Petrol / oil interceptors
- 24 Noise attenuation
- 25 Internal and external lighting
- 26 Cooking smells
- 27 Repeat ecological surveys
- 28 Removal of vegetation outside bird breeding season
- 29 Habitat creation
- 30 Photographic record of Boundary Brook House.
- 31 Archaeological watching brief
- 32 Public art strategy and provision

Legal Agreement:

Financial contribution towards transport infrastructure improvements of £1,169,231 calculated on the following basis:

- Controlled parking zones: £250,000.
- Additional capacity at Park and Ride: £505,000.
- Bus service improvements: £128,000.
- Cycling and walking facilities: £286,231.

Principal Planning Policies:

Oxford Local Plan 2001-2016

CP1 - Development Proposals
CP6 - Efficient Use of Land & Density
CP8 - Design Development to Relate to its Context
CP9 - Creating Successful New Places
CP10 - Siting Development to Meet Functional Needs
CP11 - Landscape Design
CP13 - Accessibility
CP14 - Public Art
CP17 - Recycled Materials
CP18 - Natural Resource Impact Analysis
CP21 - Noise
CP22 - Contaminated Land
CP23 - Air Quality Management Areas
TR1 - Transport Assessment
TR2 - Travel Plans
TR3 - Car Parking Standards
TR4 - Pedestrian & Cycle Facilities
TR5 - Pedestrian & Cycle Routes
TR7 - Bus Services & Bus Priority
TR9 - Park & Ride
TR12 - Private Non-Residential Parking
TR13 - Controlled Parking Zones
TR14 - Servicing Arrangements
NE6 - Oxford's Watercourses
NE11 - Land Drainage & River Engineering Works
NE12 - Groundwater Flow
NE13 - Water Quality
NE14 - Water and Sewerage Infrastructure
NE15 - Loss of Trees and Hedgerows
NE16 - Protected Trees
NE20 - Wildlife Corridors
NE21 - Species Protection
NE22 - Independent Assessment
NE23 - Habitat Creation in New Developments
HE2 - Archaeology
HE6 - Buildings of Local Interest
EC1 - Sustainable Employment
DS36 - Institute of Health Sciences, Old Rd - Medical Research
DS64 - Park Hospital Site - Oxford Brookes University Use

Core Strategy

CS2 - Previously developed and greenfield land
CS9 - Energy and natural resources
CS10 - Waste and recycling
CS11 - Flooding
CS12 - Biodiversity
CS13 - Supporting access to new development

CS14 - Supporting city-wide movement
CS17 - Infrastructure and developer contributions
CS18 - Urban design, town character, historic environment
CS19 - Community safety
CS29 - The Universities
CS30 - Hospitals and medical research

Sites and Housing Plan - Submission
SP39 - Old Road Campus

Other Planning Documents.

- National Planning Policy Framework (NPPF).
- Environmental Impact Assessment (EIA) Regulations 2011.
- Supplementary Planning Documents (SPDs): Planning Obligations, Natural Resource Impact Analysis; Parking Standards, Transport Assessment and Travel Plans.

Public Consultation

Statutory Consultees Etc:

Natural England: No objection; attenuation tanks must be large enough to act as failsafe mitigation; would wish to see details of sustainable drainage system (SUDS) which should focus on infiltration as much as possible to further mitigate impacts on Boundary Brook and Southern fen; hard surfaces should be porous including porous tarmac and limestone chippings etc to maintain high pH of percolating water; evidence of bat roosts on site but proposed mitigation (under a Natural England bat license) would maintain identified population; removal of vegetation should be outside bird nesting season; local authority should consider impacts on local sites of biodiversity and geodiversity interest and local landscape character; opportunity to incorporate biodiversity features beneficial to wildlife.

Environment Agency: No objection subject to conditions relating to surface water drainage scheme, compensatory habitat creation and ground contamination works.

Thames Water: Suggest condition requiring details of foul and surface water drainage strategy; piling method statement required if impact piling is contemplated; suggests various informatives attached to planning permission.

County Highways (i), Drainage: Drainage proposals in Flood Risk Assessment (FRA) appear acceptable but further details requested of design and construction of drainage system.

County Highways (ii): Support proposals subject to financial contribution to mitigation measures of £1,169,231. (See text to report).

Environmental Development: Recommend ground contamination condition; site not at risk of river, surface or groundwater flooding; proposals seek to reduce run off even allowing for climate change which is supported; noise assessment to be carried out; construction environmental management plan required; predicted traffic levels low and no significant impact on local traffic congestion or air pollution expected; medium risk of dust emissions from demolitions, and risk during construction.

Third Parties:

Highfield Residents Association: Increased traffic levels; doubt usage of Park and Ride would increase; if staff numbers increase then cars attempting to park will increase; zero based approach to parking should be adopted; buildings on same building line as NDM building should be 2 storeys only closest to Old Road, Mileway Gardens and Churchill Drive; internal movement routes logical; support entrances from Old Road but may conflict with bus stops; support closure of unofficial footpath from Old Road; potential for cycle routes have not been fully explored; Old Road cycle route within site should be explored; object to any works which impact on Boundary brook; welcome protection of wildlife corridors; support footpath realignment; concern that development should not exacerbate flooding issues or degradation of SSSI; review of local infrastructure, traffic, travel and impact on residential neighbours required.

Individual Comments:

Eight individual comments were received. The main points raised were:

- Park and ride services inadequate.
- Traffic conditions already unsatisfactory and would become worse.
- Strategic examination of traffic required.
- Welcome increased use of public transport.
- Serious attempt at proper cycle route to Oxford required.
- Support development of Park hospital site but building in north - east corner of site opposed on amenity grounds, height of buildings, noise, encroachment into high sensitivity zone.
- Parking likely to spill over into surrounding streets.
- Additional strain on utilities.
- Boundary Brook House is a local building of interest.
- Development could provide sporting facilities for the community.
- University should become involved in maintenance of Warneford Meadow.
- New buildings may appear bulky when viewed from Old road.
- Thames Water comments need to be addressed.
- Safer cycling conditions in Old Road need to be provided.
- Cycle track south of Old Road required.
- Such a large development incompatible with residential area.
- Buildings too bulky.
- Site too densely developed.
- Scale and mass of NDM building should not set precedent.
- Loss of residential amenity from construction, noise, light, traffic movements etc.
- Tree planting will not provide sufficient screening.
- Enforce 20 MPH speed limit.
- Taxi drop off a potential danger to cyclists.
- Impact adverse on water environment and Lye valley Site of Special Scientific Interest (SSSI).
- Disruption during construction.
- Light pollution.
- Proposals for park Hospital site should be reduced.
- Case can be made for research facilities.

- Parking levels should not be increased.
- Travel conditions may affect ability to recruit staff.
- More comprehensive plan including housing should be drawn up.
- Additional tree coverage welcomed, but losses over the years.
- Insufficient consultation.
- Potential for flooding.
- Boundary Brook corridor being damaged.
- Run off discharging to brook needs to be reduced.
- Infiltration of surface water to be preferred to attenuation.
- Porous asphalt, green roofs etc should be included.
- Danger of pollutants from car park.
- North - east building could damage wildlife corridor.
- Trees need to be retained for wildlife potential.

In addition, prior to the submission of the planning application the applicant undertook its own consultation exercises. In December 2011 a presentation was made to the Highfield Residents Association, followed by a further one in January 2012 to the Divinity Road Area Residents Association and Hilltop Residents Association. All three groups were then presented with the emerging proposals the following March. Two workshop sessions with local residents were also held in May 2012. Following these discussions a leaflet drop to over 2000 local residents was undertaken plus press advertisements ahead of two public exhibitions held in May and July 2012 at the Institute of Cancer Medicine at the Old Road Campus. The first was attended by 85 staff, 53 residents and 1 councillor, and the second by 100+ staff, 65 residents and 2 councillors.

The main concerns raised related to the current difficult road conditions in the locality, the poor bus services serving the Old Road site, and the use being made of an informal footpath from Old Road through the landscaped area there. In terms of the proposal itself the principle issues raised related to issues of possible increased traffic congestion; the desire for an improved cycle network in the area and better cycle parking facilities on site; the need to protect wildlife corridors; and what was perceived as the overlarge building mass proposed along the Old Road frontage. The possible use of on - site staff facilities by the local community was also raised.

Officers Assessment:

Background to Proposals.

1. The planning application relates to a site encompassing the existing site of Boundary Brook House (formerly the Park Hospital) and part of the University's Old Road Campus. If the application is permitted the two sites would be combined to form an enlarged campus extending to approximately 6.4 ha. (16 acres). **Appendix 1** refers. The extended campus would be roughly rectangular in shape, bounded by Old Road to the north, Mileway Gardens within the "Little Oxford" development to the west, Roosevelt Drive and the Churchill Hospital to the south and Churchill Drive to the east.

2. The current University campus forms part of its Medical Sciences Division, a centre for biomedical research consisting of 15 separate departments. The campus currently consists of the following buildings, indicated in **Appendix 2**:
 - Richard Doll Building - statistical research into causes and treatment of chronic diseases such as cancer, heart attack and stroke.
 - Old Road Research Building - cancer research.
 - Wellcome Trust for Human Genetics - research into diseases such as hypertension, diabetes, heart disease, infectious diseases, psychiatric disorders and multiple sclerosis.
 - Henry Wellcome Building for Particle Imaging - macromolecular molecules such as human and animal viruses.
 - Henry Wellcome building for Molecular Physiology - kidney medicine, proteomics and computational structural biology.
 - Rosemary Rue building - preventative disease, health promotion etc.
 - Triangle Building - delivery of postgraduate medical and dental education.
3. To these two further buildings are currently under construction, due for completion late in 2013:
 - Kennedy Institute of Rheumatology - medical approaches to rheumatology.
 - Nuffield Department of Medicine - biological science and medical applications.
4. Vehicular access is taken to the existing campus from a single point off Roosevelt Drive with the bulk of the 251 car parking spaces on site located to the north - east corner. Whilst the Kennedy and NDM are under construction temporary parking facilities have been created to the southern part of the hospital gardens. Pedestrian access is taken to the campus from two further points on Roosevelt Drive, to the west of the Doll Building and between the Doll and Campus Research Building. From Old Road pedestrian access is taken east of the triangle Building and from a point approximately opposite the junction with Bickerton Road. A third informal pedestrian route from Old Road accesses the main car park at the north - east corner of the campus approximately opposite the junction with Highfield Road. In addition public rights of way exist either side of the Boundary Brook along the western side of the site, plus a further right of way which passes through the current car park and landscaped area along the northern side. The proposals seek to rationalise this latter route which is unrelated to the primary movements of pedestrians on site.
5. The Boundary Brook House site is set in spacious grounds in a parkland setting with a series of undistinguished single storey and temporary buildings within its grounds, with the original 3 storey building located at the junction of Old Road and Churchill Drive. Built in 1885 as Highfield House, possibly by the architect George Gardiner, the house has been much altered internally and externally over the years to facilitate its use as a hospital since the 1930s. This has included recent timber clad extensions on its eastern elevation. Whilst the house has a pleasant elevation towards the grounds of the hospital, it is not an especially significant building, though if permission is granted a condition requiring a full photographic record would be imposed.

The high stone wall to the north of Boundary Brook House along the Old Road frontage is intended for retention.

6. Following its establishment as a hospital for Functional Nervous Disorders in 1939 the Park became a psychiatric hospital in 1958 for children suffering from a range of psychiatric and development problems, becoming a national centre for the assessment and in patient treatment of children with complex epilepsy and emotional and behavioural difficulties. In recent years the renamed Boundary Brook House has housed administrative and clinical services of the Child and Adolescent Mental Health Service.
7. The hospital site has vehicular access from three points, two from Churchill Drive and one from Old Road, providing 60 car parking spaces in total. A breach in the high stone wall near the Churchill Drive junction provides a pedestrian access to the hospital.
8. These proposals are made in outline only with the intention of establishing the principle of development on the combined site for medical research purposes, providing a basis for future reserved matters applications to come forward over a period of years. Medical science research remains one of the strengths of the local "knowledge economy" and in total some 45,000 sq m of additional floorspace is envisaged within 5 new buildings, four of them research buildings and the fifth containing multi level car parking, servicing and support facilities. Boundary Brook House would remain on site however for a period of perhaps 10 years, on a "lease back" arrangement from the University until such time as alternative accommodation were available for its activities. Car parking would increase on the combined site by 148 spaces to a total of 459, whilst staff levels would increase by 1102 from current levels or by 952 following completion and occupation of the Kennedy and NDM Buildings. Due to modern ways of working and working arrangements with other arms of the university and other institutions, it is anticipated that on full completion there would be a maximum of 90% of the total employment level on site at any one time, or 2565.
9. An Environmental Statement (ES) accompanies the planning application.
10. Officers consider the principal determining issues to be:
 - planning policy;
 - site layout and built forms;
 - access;
 - landscaping;
 - water environment and biodiversity;
 - sustainability; and
 - archaeology.

Planning Policy.

11. In addition to the range of general policies listed above the combined Old Road site is specifically allocated for development the Oxford Local Plan adopted in 2005 under site specific policies DS.36 and DS.64. The former

relates to the University's existing Old Road Campus which identifies the site as suitable for additional medical research development, whilst the latter allocated the Boundary Brook House site for a range of uses including health care facilities, teaching, research and purpose built student accommodation. Since the adoption of the Local Plan the Oxford Core Strategy was adopted in 2011 and seeks to support the education, medicine and research sectors in the Headington area, in particular at policy CS.30:

"Hospital - related development will continue to be focused on existing sites in Headington and Marston.

Planning permission will be granted for healthcare facilities and medical research associated with the universities and hospital sites in Headington and Marston. Further sites if required, will be considered in the Site Allocations DPD.

Development will be expected to minimise additional traffic through travel planning, and improve accessibility to the Headington and Marston sites by walking, cycling and public transport."

12. This commitment was carried through to the Sites and Housing Plan which at the time of writing is nearing adoption following public examination earlier this year. The relevant allocations at the earlier stages of preparation of the Plan relating to the existing Old Road Campus were SP39 relating to the existing campus, and SP 46 relating to Boundary Brook House. However following examination and in the context of the University purchasing the Boundary Brook House site these have now been combined into a reworded policy SP.39:

"Planning permission will be granted for medical teaching and research at Old Road Campus. Planning permission will not be granted for any other uses.

The development will be expected to minimise car parking spaces on site. Applicants will be expected to demonstrate how the development mitigates against traffic impacts and maximises access by alternative means of transport. Pedestrian and cycle access should be created across the whole site.

Planning permission will only be granted if it can be proven that there would be no adverse impact upon surface and groundwater flow to the Lye Valley SSSI. Development proposals should reduce surface water run off in the area and should be accompanied by an assessment of groundwater and surface water.

Development proposals must incorporate sustainable drainage with an acceptable management plan."

13. As a consequence the current proposals fall squarely in line with the Sites and Housing Plan's allocation for the site.
14. On one other matter, recent permissions for the University have been subject to a condition required by Core Strategy policy CS25 that teaching accommodation should not be occupied until the University has achieved a target of 3,000 or less of its students living outside University provided accommodation. The policy relates to new teaching / academic floorspace however whereas the current proposal is research orientated. In any event

the University is already at or about the 3,000 target.

Site Layout and Built Forms.

15. The existing Old Road Campus has grown in an incremental fashion in recent times with the Richard Doll Building and Old Road Campus Research Building (Cancer Research) being the most recent major additions, plus the NDM and Kennedy Buildings now under construction. The intention of these current proposals is to extend the medical research campus over a period of years to incorporate the Boundary Brook House site and to rationalise the way in which the enlarged site would function. Although submitted in outline only, the intention of the planning application is to create 5 new buildings at the locations indicated in **Appendix 3**.
16. Four of the buildings would be for further medical research, and the fifth a facilities building containing decked car parking at upper levels, (relocating parking from elsewhere on site), together with central servicing for all the buildings plus staff gymnasium at basement level, and café, crèche and small shop at ground floor level. The intention would be that this building would be constructed at an early stage, allowing the existing car park site to the north - west corner to then be available for development. With car parking and servicing for the site centralised, and located at the entrance to the enlarged site from Roosevelt Drive then this would allow the site to be essentially free of vehicles, other than for disabled parking and maintenance vehicles.
17. The existing access from Roosevelt Drive would form the central spine to the enlarged site and its only vehicular access point, but with a number of pedestrian and cycle access points as now from Roosevelt Drive and from Old Road. There would also be a taxi drop off space facility at Old Road. These arrangements would not only allow the campus to achieve more of a parkland setting but would also allow a central space to the rear of the Wellcome Trust Centre, Doll Building, Old Road Campus Building and Kennedy Institute to become a centralised servicing area for these buildings. In sum a more logical and legible layout for the site would be achieved for the site which would be essentially car free. Related matters on access arrangements and landscaping are considered in more detail later in this report.
18. The four new research buildings are proposed to be of a similar size and scale to those currently existing on site. This would generally be on 3 floors plus basement and with plant enclosures at roof level. The distance between floors would generally be 4.5m for these buildings, rather more than for domestic buildings due to the nature of their use. For the facilities building the ground floor would have a height of 5.0m to allow entry for service vehicles, but upper floors would be 2.9m where such headroom would not be required.
19. The recently approved Kennedy Institute Building now well advanced in its construction is a 3 storey structure plus basement and plant room at roof level. It measures approximately 14.8m to 16.8m to main parapet level and approximately 18.6m to 20.8m to the top of the plant room, front to rear. The

variation in height reflects the fall in ground level from east to west across the site. The NDM building is also of three storeys plus basement and plant room and of a similar height. It rises to approximately 14.8m to 16.0m to parapet and 18.2m to 20.0m to plant room, again taking account of the fall in ground level east to west. Other existing buildings are of similar height to parapet level:

- Old Road campus Building - 17.2m (20.5m to top of plant).
- Richard Doll Building - 15.4m
- Wellcome Trust for Human Genetics - 15.1m
- Henry welcome Building for particle imaging -13.0m
- Henry Welcome Building for Molecular Physiology - 13.0m.
- Rosemary Rue Building - 11.9m.
- Boundary Brook House - 15.3m (to ridge).

20. By comparison the new buildings proposed would rise to the following heights to parapet and plant room level:

- Building B1 Laboratory - 9.0m (14.0m).
- Building B2 Laboratory - 14.5m (19.5).
- Building B3 Laboratory - 13.5m (18.5m)
- Building B4 Facilities Building - 17.7m.
- Building B5 Laboratory - 13.5m (18.5m).

21. Of these, Buildings B2, B3 and B5 would be 3 storey plus basement and plant room with Building B1 to the north - east corner of the site (on the current car park) a two storey building only plus plant room, reflecting its more sensitive position close to residential properties in Old Road and Mileway Gardens. In all cases, in the event of planning permission being granted a condition would be imposed limiting building heights to the above maxima in each case, and requiring any roof level plant enclosures to be set back a minimum of 2m from the parapet edge to each building. Moreover accompanying the planning application is a "parameters plan" which indicates the general disposition of buildings and also identifies a zone of approximately 50m from the nearest houses within which built development would not be permitted. This is consistent with the principles adopted for the Kennedy and NDM buildings, the latter being approximately 34m from the northern boundary of the site, including a band of tree and hedge screening approximately 15m wide.

22. The exception to the 50m no build zone would be Building B3 to the eastern side of the site which would be located close to the junction of Old Road and Churchill Drive and set behind the retained high stone wall there. This building would be no closer that the existing Boundary Brook House however and approximately 25m from the nearest house to the north side of Old Road. Again the general location of buildings would be restricted to those indicated in the parameters plan.

23. In sum, with these controls in place to inform and structure detailed designs for individual buildings at the reserved matters stage, and their relationships to one another, it is considered that the foundations can be laid for an expanded campus which would respond positively to its context whilst also improving existing conditions on site overall.

Access.

24. Car Parking. Currently there are some 251 car parking spaces on the Old Road Campus primarily located to the north - west of the site, plus a further 60 at Boundary Brook House, totally 311 on the combined site. This is intended to increase to 459 on completion of the development, 450 within the new facilities building (including disabled spaces), plus 9 other spaces at surface level around the site, 6 for disabled use, and 3 for servicing requirements. Currently parking is heavily restrained with the University operating a strict permit system as part of its Travel Plan. The 251 spaces serving the current staffing levels of 1583 are therefore provided at a ratio of 1 space per 6.3 staff. This ratio is intended to be maintained on completion of the development with 459 spaces then serving 2850 staff. The standard of 1 space per 6.3 staff compares with a standard suggested in the adopted Local Plan of 1 per 2 staff for research and development premises or for offices. As the development of the site would take place over a number of years a parking strategy is required which ensures that in the intervening years and on completion that parking is never provided in excess of the 1 space per 6.3 staff standard at any time.

25. When supported by the mitigation measures set out below to address uncontrolled parking in the locality and to support the provision of alternative means of access to the site, then this level of parking is appropriate and supportable given also environmental considerations and the existing capacity of the highway network in the Headington area.

26. Transport Assessment. A detailed Transport Assessment accompanies the planning application. This includes travel survey information which reveals that 31% of staff at the Old Road campus currently arrive by car; 34% by cycle and 20% on foot. The bulk of the remainder, 12%, arrive by public transport. The 31% of staff arriving by car generate 178 car arrivals in the morning peak, and 168 departures in the evening peak. Without any mitigation these figures would rise by 83 and 79 respectively as a consequence of the development to 261 and 247, some of whom, as now, would park in uncontrolled streets in the vicinity. This would not be acceptable to Highway or Planning authorities given that the road network and principal road junctions serving the existing site already experience capacity problems at peak times. However the introduction of CPZs in the Lye valley and Wood Farm areas would prevent new staff from the combined campus parking in residential streets and therefore from driving into the area. The additional 149 spaces on site would result in an additional 55 vehicle trips arriving at the development itself in the morning peak and an additional 52 leaving in the evening peak. However with CPZ controls in place a greater amount of commuter parking to other institutions such as the Nuffield Orthopaedic and Churchill Hospitals would be removed from nearby residential streets.

27. With the CPZs and other measures in place (set out below) the overall impact on the local highway network is anticipated to be at least neutral - it could even be marginally improved. As a consequence no highway measures to address additional traffic are required. The costs of implementing the CPZ

would amount to £250,000 however which the University is agreeable to funding.

- 28. Public Transport.** With the restraint on car parking imposed on site and on street within the locality, then measures need to be in place to allow staff to gain access to the site by modes other than the private car, particularly public transport. This applies to both staff who live within the city and outside which each account for approximately 50% of the current numbers employed. The University already operates a Travel Plan which will therefore be required to be applied and updated to reflect the particular needs of the enlarged campus, and to include incentives to use public transport in particular. These could include extending the existing bus pass system in operation, season ticket loans, a University operated bus service etc. Attached as **Appendix 4** is an extract from the submitted documentation highlighting possible measures to be incorporated into the Travel Plan to encourage use of modes other than the private car. With incentives in place the target would be to increase bus usage from 10% currently to 13.5%, and Park and Ride usage from 2% to 10%. This would largely be at the expense of those arriving by car which would decline from 31% to 17.5%.
- 29.** With the completion of the development there would be an additional 1117 new staff employed on site, not including the Kennedy and NDM Buildings now under construction. Only 90% of them would be on site at any one time however, or 1005 staff. This means that the additional proportions arriving by bus services and Park and Ride would equate to an additional 136 and 101 staff respectively, or 247 in total. To accommodate these extra numbers additional infrastructure would therefore be required. In terms of public transport the Old Road site is currently served by a variety of bus services of variable quality. The no.4 service provides a direct link to the city centre, railway station and Seacourt Park and Ride at 10 minute intervals. Whilst there are more frequent services along Old Road and London Road in particular, the latter being some 700m from the campus. Park and Ride service 600 from Thornhill serves the site but is of poor quality however as the car park is currently at capacity. Similarly service 700 from Water Eaton is connected to the Old Road site but is not well used by University staff.
- 30.** Although there is a committed expansion at Thornhill of 550 spaces, this has not taken into account the need of these latest proposals. Similarly at Water Eaton where 1000 spaces are committed but for rail users as part of the Chiltern Line improvements. Therefore additional funding is required to reflect the additional numbers generated from Old Road. Based on the estimated cost of providing additional spaces at Thornhill in 2012, this equates to a required sum of £505,000 towards additional Park and Ride capacity. The University has agreed to meet this funding.
- 31.** In addition to the provision of additional parking capacity at Park and Ride, the Highway Authority calculate a need to improve actual bus services to Old Road. In particular Redbridge Park and Ride could cater for demand from staff travelling from the south of the city and / or the "Eastern Arc" but would require initial support in the form of a declining 5 year subsidy. The Highway

Authority calculate this to amount to £128,000 based on the total cost of the subsidy, the estimated proportion of staff who would use this particular service, and the number of buses this would equate to. Again the University is agreeable to meeting this funding.

32. Pedestrians and Cyclists. Currently there are some 5 points along Old Road where pedestrians can gain access to the combined Old Road and Boundary Brook House sites. From east to west these are:

- at a point close to the junction of Old Road with Churchill Drive via a gated entrance through the high stone wall;
- via a second vehicular breach in the stone wall opposite the junction with Stapleton Road, leading to an informal car park;
- via the purpose built cycle and pedestrian access east of the Triangle Building;
- from a narrow pedestrian access opposite and west of the junction with Bickerton Road; and
- from the informal route through undulating ground approximately opposite the mid point between the junctions of Old Road with Highfield Avenue and Finch Close.

33. With the expansion of the Old Road Campus onto the Boundary Brook House site, an opportunity exists to rationalise and improve pedestrian and cycle access from Old Road, whilst retaining the existing access points from the south off Roosevelt Drive.

34. From east to west along Old Road the following is suggested:

- The existing access through the stone wall is retained, and improved as appropriate. Its location is well suited to reflect natural desire lines for pedestrians and cyclists, being adjacent to a traffic controlled pedestrian crossing and close to the junction with Lime Walk which gives direct access to the Headington District Centre to the north. It is also close to a west bound bus stop.
- Further to the west the existing vehicular access is intended to be remodelled to provide a taxi drop off, but with no vehicular access into the site itself. Pedestrian and cycle access is appropriate however as the point of entry is directly opposite Stapleton Road and adjacent to the proposed B2 Building.
- The existing purpose built access point to the east of the Triangle Building is less well located to serve the expanded campus however even though it is close to a pedestrian crossing at this point. Rather it would be better and more logically located a little further west as an extension to the main north - south spine road through the campus from Roosevelt Drive.
- The access located opposite and west of the junction with Bickerton Road can remain as it gives good access to the NDM and other existing buildings, though it would be required to be improved accordingly.
- The last informal access at the north - east corner of the site is currently poor and inappropriate as it passes through steep and undulating ground. Potential exists to create a further access along this stretch of the northern boundary at some point a little further east however, (with the existing route closed off accordingly), as it would be close to both east and west

bound bus stops and the proposed B1 Building.

35. For each of these access points it is suggested that they be made available for both pedestrian and cycle usage subject to the removal and replacement of such tree and hedge coverage as may be required. On a related point, it has been suggested that a cycle route could be created to the south side of Old Road within the application site. However to achieve this would require the loss of large numbers of mature trees which provide an important green setting for the site. There are also difficult level changes to negotiate with cyclists also partially hidden from view behind the retained stone wall and remaining tree coverage. The result would be a poor quality, unattractive and potentially threatening route unlikely to provide anything but very limited benefit for the its short 375 m length. The Highway Authority for its part has concluded that the financial and environmental costs would significantly outweigh the benefits. Planning Officers would concur with this view and have concluded that it should not be pursued.
36. In terms of cycling facilities, there are currently about 400 cycle parking spaces on site. It is intended to increase this number to over 1000, so that cycle parking is provided at a ratio of at least 1 space per 2.8 staff. This compares to a standard of 1 per 5 staff for offices or hospitals suggested in the adopted Local Plan. In support of the additional on - site provision which is supported by Highways and Planning Officers, funding for improvements to cycling facilities in the locality are recommended by the Highway Authority, which could include improvements at Windmill Road, Morrell Avenue, Warneford Lane, Headley Way, Gipsy Lane, Old Road (east to Quarry Road). Footpath improvements to existing rights of way are also suggested. Based on the number of staff anticipated to cycle and walk to the expanded site, the Highway Authority therefore request a financial contribution of £286,231 for this element of improved access to the site, which once again the University is agreeable to funding
37. In summary, by funding measures to reduce the amount of commuter car parking taking place off - site, and retaining traffic generation in the locality at existing or slightly improved levels, then highways conditions can be controlled so as to maintain the status quo. In turn funding is secured to contribute towards the provision of alternative means to access the campus, with a Travel Plan in place to encourage their usage. Both Highways and Planning Officers are able to support such a strategy which would allow the development to take place without exacerbating existing conditions in the locality.

Landscaping.

38. The whole of the extended Old Road Campus was originally part of the Highfield Park estate built about 1886 and set in 28 acres of land which included a pleasure garden and landscaped parkland extending to the Boundary Brook to the west, and further south than the current site boundary. Screening belts of trees survive to the western and northern boundaries as does a small copse of trees which extends as a north - south spine through

the current Boundary Brook House site west of the house. To the west of this spine part of the current Boundary Brook House site given over to grass is currently being used as a temporary car park whilst the Kennedy and NDM buildings are under construction. A number of individually located trees are also present within the Boundary Brook House site. These internal arboricultural features and their grassland surroundings are a remnant of the original parkland landscape, enabling an interpretation of the site's setting and development over time. The trees and hedgerow which currently form the western boundary to Boundary Brook House along the edge of the campus access road are not part of the original landscaped gardens but more recent in origin.

39. On the combined site there are some 342 individual trees recorded in the tree survey accompanying the planning application. Of these 136 are within the existing campus site made up of 5 categorised as grade A quality under British Standard BS 5834: 2012 as being of high quality; 49 of category B (moderate quality) and 72 (low value). A further 10 are within category U, being dead or towards the end of their life expectancy. At the Boundary Brook House site the 207 surveyed trees there are made up of 3 grade A, 56 grade B, 106 grade C and 30 grade U. In addition 11 further trees were felled following recommendations in the survey. None of the trees on site are protected by Tree Preservation Order, or by conservation area status.
40. Overall the enlarged site consists of a mix of tree species and age classes, and of quality and life expectancy. The mature tree coverage to the perimeter of the enlarged site has an important influence in screening and softening views of the current buildings as well as providing a wider green setting, especially along the Boundary Brook to the west and Old Road to the north. Along the western and northern edges are mixed woodland areas including horse chestnut, Corsican pine, sycamore and maple, plus low level understorey planting and boundary hedging, whilst the central spine of trees within the gardens of Boundary Brook House consists of 22 trees including Corsican pine and European larch reaching the end of their life and suppressing the mature beech, oak and sycamore specimens there. To the south of the Boundary Brook House site are sycamore, lime and ash, whilst along the western boundary adjacent to the current access road sycamore, Norway maple, lime and larch.
41. The proposals envisage the loss of some 160 trees made up of 18 in category B, 96 category C and 46 category U. No category A trees are lost. However the numbers of trees lost needs to be viewed within an assessment of the broader landscape, the needs of the allocated site, and also the condition and value of many of those to be lost. The hedgerow and incorporated trees along the western boundary of Boundary Brook House for example are lost due to the integration of the two sites and the creation of a new central avenue. The hedgerow and tree line has value in the context of the existing site boundaries, providing separation and visual interest. They are not a feature of the original Highfield Park however and their loss is considered to be adequately mitigated by new landscaping proposals including the formal avenue along the new access road running north - south through the site.

42. Moreover the landscape strategy seeks to address the existing lack of clarity in terms of pedestrian routes and movement through the campus, focussing on remedying these issues as well as mitigating any visual harm to nearby residential properties. The intention therefore is to create a sense of space within the combined campus reflecting and integrating the parkland character, establishing new spaces, unifying currently disparate elements of the site, retaining the best tree coverage, and increasing tree and hedgerow diversity.
43. Landscape design elements therefore include new tree belt planting to the Old Road boundary opposite Lime Walk plus internal street planting to provide a sense of transition from wooded edge areas into the interior of the site, and to assist in defining routes and unify spaces. A formal avenue of trees is proposed to be planted along the central access road to provide a distinctive centrepiece to the internal planting, whilst single species hedges are planted along building facades to ornament buildings and streets. Within the Boundary Brook House part of the combined site two external gathering spaces are proposed displaying existing mature trees. However in creating these two spaces a pinch point is created between the new spaces by buildings B2 and B4, creating an artificial separation of this parkland group of trees. Adjustment to the positioning of buildings at this point may therefore be appropriate.
44. Along the important northern perimeter, to address issues of short and long term permeability to the screening function of the woodland belt here, a series of design proposals have been produced which include a new hedge to replace the existing one made up of disease prone elm suckers and ivy growing on old mesh fencing. A temporary planted screen to the rear of the existing hedge would provide continuity of screening while a new more sustainable hedge was established. It is proposed that the Old Road boundary planting would be implemented as part of a detailed woodland management plan agreed by condition. This would include details of selective removals / thinning of individual trees in order to enable the establishment of new trees to diversify the age class of the woodland and promote sustainability. Within this area no removals are proposed other than for sound arboricultural and landscaping reasons, (with the planting supplemented accordingly), or to allow the new cycle and pedestrian links to be created from Old Road. The intended closure of the informal access through the undulating ground at the north - west corner of the site is welcomed in these terms, as is the intention to rationalise existing rights of way which in part cross through the woodland but which no longer relate to the built form of development or pedestrian movements created by it.
45. Whilst detailed landscaping proposals would come forward at the Reserved Matters stage, typical planting for the proposed street and courtyard areas is indicated to be small leaved lime, common hornbeam, Caucasian lime, rowan and whitebeam, and for parkland edges and boundaries Caucasian lime, small leaved lime, silver birch, Downy birch and Deodar cedar. An illustration of the landscaping proposals as they relate to individual buildings is attached as **Appendix 5** to this report.

46. Overall officers consider that the landscape strategy is correctly focused on improvements to the functionality of the combined site for its proposed use; preservation of key landscape features and enhancement and management of boundary vegetation important for screening; visual amenity; and biodiversity. Indicative proposals for the woodland belts provide reassurance that the importance of these is both understood and can be appropriately managed into the future, thereby securing screening and visual amenity benefit. The proposals for rationalising existing rights of way and new pedestrian / cycle access points offer improvements to public accessibility, safety and increases the prospects for successful enhancement of the Old Road wooded belt. In general the landscape proposals therefore provide new opportunities for accessibility, legibility and public open spaces within the context of the enlarged campus. The proposed central avenue linking Roosevelt Drive to the Old Road boundary and its indicative spine of large amenity trees will provide an interesting central axis which will act to unify the two sites and create a sense of place.

Water Environment and Biodiversity.

47. The Boundary Brook exists to the west of the site and flows south of the Churchill Hospital and across part of Southfield Golf Course. Localised flooding from the brook has occurred in the past further south still in the Cowley Marsh area. For this reason and to protect biodiversity interests, (from erosion created by storm flow), when the Kennedy and NDM buildings were permitted it was with a requirement that surface water from those developments would discharge either directly to the brook as now or be retained on site in attenuation systems and released into the brook at controlled greenfield rates. This would ensure that the existing conditions in terms of flow rates along the wildlife corridor were maintained and that other sensitive nature conservation areas downstream were also not adversely affected.

48. The Lye Valley Site of Special Scientific Interest (SSSI) is located to the east of the site and comprises two distinct sections. The northern section lies approximately 500m from the application site, and the smaller southern section about 1000m away. The SSSI contains important calcareous fens which can be affected by changes to the quality and quantity of groundwater and surface water runoff. The Lye Valley Brook flows through the northern section of the SSSI and joins the Boundary Brook approximately 950m to the south - east of the application site before flowing through the southern section of the SSSI. Areas immediately adjacent to the SSSI sites are of County wide significance for nature conservation and identified as Sites of Local Interest for Nature Conservation (SLINCs) in the Local Plan. They too are reliant on the quality of groundwater. Springs and wetland along the north of the Boundary Brook are of wildlife value and dependent on groundwater

49. Prior to detailed design work at the Reserved Matters stage the applicant has committed to undertaking a fuller site investigation to establish the ground conditions, groundwater levels and flow directions as well as permeability /

infiltration rates in more detail. From the information available to date it appears that infiltration rates on site are very limited, which suggests that there may not be any impact on the northern SSSI and adjacent nature conservation sites from the new developments. Rather if further ground investigations indicate groundwater is moving from north - east to south - west towards Boundary Brook as is believed to be the case, then infiltration changes would not impact the northern SSSI in any event, and be less likely to feed the springs along the northern edge of the Boundary Brook. In terms of the southern section, where surface water changes rather than groundwater changes could be more significant, then the intention would be to introduce attenuation systems as for the Kennedy and NDM buildings so that surface water continues to be released at controlled greenfield rates agreed with the Environment Agency, thus protecting these important nature conservation interests.

50. A condition to the outline planning permission if granted would therefore require details of all drainage measures including sustainable drainage wherever possible to mimic natural conditions, plus attenuation to retain and release water at controlled greenfield rates. The Environment Agency and Natural England require that for those areas of the combined site not currently covered by buildings or hard surfaces, that the drainage strategy should be based upon sustainable drainage principles, (including maximising infiltration), and demonstrate that surface water runoff generated up to and including the 1 in 100 year plus climate change critical storm event would not exceed 25 l/s.
51. Generally the majority of the combined campus itself is of only limited ecological value as it is dominated by buildings, hard standings, and mown grassland. However the landscaped areas provide habitats for bird life, especially to the northern and western boundaries, the latter forming a recognised wildlife corridor. Detailed surveys have indicated that one building on the Boundary Brook House site supports a non - breeding summer bat roost of an individual common pipistrelle bat, plus evidence that a second building has been visited by a single long eared bat in the past. There is no evidence of any trees having been used as bat roosts. The woodland areas would however support small numbers of garden and woodland nesting birds. No evidence of water voles was found at the Boundary Brook.
52. In these circumstances an opportunity therefore exists to enhance wildlife by creating new habitats. A condition to the permission would require compensatory and enhanced habitat creation from the development

Sustainability.

53. Since February 2009 it has been the University's policy that all capital projects with a value in excess of £1m should achieve a sustainability rating of BREEAM excellent which would be the case for each of the buildings proposed in this current application. At the same time the City Council would require each building to achieve a rating of at least 6 out of 11 on its Natural Resource Impact Analysis (NRIA). However neither of these assessments can be undertaken at this stage as the application is in outline only and the

relevant detailing not yet fully available. As such a condition would be applied in the event of planning permission being granted requiring a sustainability strategy in the form of an NRIA return (or its future equivalent) for each Reserved Matters application which follows.

54. In achieving BREEAM excellent status the University seeks to reduce the carbon emissions for the University estate to 33% below 2005/6 baseline levels by the end of the academic year 2020/1. This requirement reflects too the Government's increasingly stringent targets for carbon emissions in Part L of the Building Regulations. The approach would therefore be to reduce energy requirements through passive design measures; by the use of high efficiency lighting, heating and appliances; and the use of low and zero carbon (LZC) technologies. The means by which individual buildings responds to these principles and the NRIA's current requirement for 20% on site renewables will emerge later in the process when the precise nature of individual buildings is known at the reserved matters stage. This will also depend, for example, on the balance of office and laboratory based research within each building.
55. On other related matters, waste would be reduced through reuse and recycling and initiatives such as the University's "Swap Shop" scheme where equipment no longer required is advertised within departments for reuse by others. Water use would be reduced through the use of low flow sanitary fittings, rainwater harvesting, use of grey water and landscaping which requires low or no irrigation, and where required would be via recycled water.

Archaeology.

56. The National Planning Policy Framework require local planning authorities to recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance, for example either by preservation in situ or by record. As such where a site includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require applicants to submit an appropriate desk - based assessment and where necessary a field evaluation of the archaeology. These current proposals relate to an area which has been identified as having potential for Roman remains as it lies within an extensive and dispersed landscape of pottery manufacturing sites which by 3rd century comprised a regional industry of national importance. Well preserved kilns of the type and concentration at the nearby Churchill site would be of considerable interest for example. As each of the proposed buildings is intended to possess a basement, then the potential would exist to destroy potentially important finds.
57. A preliminary geophysical survey of the Boundary Brook House site has therefore been undertaken but no pottery kilns or other archaeology of interest found. A condition requiring a watching brief is recommended.

Other Matters.

58. Air Quality. The whole of the city is designated as an Air Quality Management

Area (AQMA). The potential exists for a deterioration in air quality from several sources: during construction of individual buildings (especially where demolition is involved); from traffic generated; and from emissions from completed buildings. During construction the development would be subject to a Construction Environmental Management Plan to be agreed beforehand which would control the way in which the site were to be operated. This would include measures to control dust from demolitions, (for example by spray methods), as well as other emissions. A Construction Traffic Management Plan including routing arrangements and details of how construction workers would access the site each day would also be required. Following completion of buildings traffic is not anticipated to increase overall, whilst servicing arrangements would rationalise deliveries which would be centred on the new facilities building. Activities within the proposed buildings would not give rise to noxious emissions, and modern efficient boilers for heating would be used throughout those emissions would be negligible. Environmental Development colleagues have been fully consulted on the proposals and subject to normal working procedures raise no concerns.

59. Noise. Several sources of noise are possible from the development: from traffic movements, from construction; and from noise emissions from individual buildings, primarily plant required to serve the development. Traffic movements from the development following completion would increase as there would be more parking on site than currently exists but would be more than offset by a reduction in traffic movements generally in the locality, whilst during construction movements to and from the site would be controlled and hours of working limited. Plant to serve the completed buildings would in most cases be located either within buildings, or within enclosures at roof level. Again construction impacts would be addressed by the Construction Environmental Management Plan and Construction Traffic Plan. The applicants indicate that noise from plant at completed buildings would be controlled to 5 dBA below existing background levels when measured in accordance with the requirements of British Standard BS4142:1997 at 1m from the nearest noise sensitive premises. Environmental Development colleagues recommend details are submitted to demonstrate that that level is achievable.

60. Vibration. During construction the potential for vibration can arise from piling methods in particular. Impact methods of piling would generally be avoided however, whilst other operations would normally be short lived. Vibration from demolition and construction can on occasions exceed British Standard 6472, but even if this were the case for short periods, in view of the reasonable distances from nearby residential properties, the likelihood of it causing even cosmetic damage to fragile buildings is assessed as negligible.

61. Public Art. The development is eligible for public art to be provided as part of the design and layout of the site. This could take many forms, from freestanding pieces to bespoke elements integral to the actual fabric of the buildings or other forms. They should however all be available for the wider public to enjoy, rather than just staff employed. As a precursor to the commissioning of public art in whatever form ultimately sought across the

enlarged campus, it is suggested that a public arts strategy be submitted and agreed from which detailed proposals can come forward.

Conclusion.

62. The proposals represent a major enlargement at the University's Old Road Campus by incorporating the adjacent Boundary Brook House site as envisaged by policy SP39 of the emerging Sites and Housing Plan shortly expected to be formally adopted. The intention would be to build out the enlarged site over a period of years with the existing Boundary Brook House building remaining until later stages of development. As all the details of how the site would be laid out are not available at this stage, an outline planning application is submitted, but which commits the University to a series of basic principles in the way the site would be laid out over a period of years via a "parameters plan" and other controls secured by condition, including building heights.
63. These controls would ensure that buildings were of an appropriate scale and height consistent with buildings on the existing campus, and in their relationship to nearby residential properties. Financial contributions secured from the University would be used to address and mitigate the potential for increased traffic in a locality which already experiences capacity issues at nearby junctions during peak periods. Funding for alternative means of accessing the site is also achieved and a Travel Plan secured to encourage their use. Access to and through the site for pedestrians and cyclists would be rationalised and improved, landscaping undertaken to mitigate trees lost to construction, and issues relating to the potential for flooding, impacts on biodiversity and other environmental considerations addressed.
64. Lastly, and importantly, the development would secure significant additional employment in the field of medical science research which remains one of the strengths of the local economy.
65. Committee is recommended to support the proposals accordingly.

Human Rights Act 1998

Officers have considered the Human Rights Act 1998 in reaching a recommendation to grant planning permission, subject to conditions and accompanying legal agreement. Officers have considered the potential interference with the rights of the owners/occupiers of surrounding properties under Article 8 and/or Article 1 of the First Protocol of the Act and consider that it is proportionate.

Officers have also considered the interference with the human rights of the applicant under Article 8 and/or Article 1 of the First Protocol caused by imposing conditions. Officers consider that the conditions are necessary to protect the rights and freedoms of others and to control the use of property in accordance

with the general interest. The interference is therefore justifiable and proportionate.

Section 17 of the Crime and Disorder Act 1998

Officers have considered, with due regard, the likely effect of the proposal on the need to reduce crime and disorder as part of the determination of this application, in accordance with section 17 of the Crime and Disorder Act 1998. In reaching a recommendation to grant planning permission subject to conditions and an accompanying legal agreement, officers consider that the proposal will not undermine crime prevention or the promotion of community safety.

Background Papers: Applications 12/02072/OUT, 11/01054/FUL, 05/02194/FUL.

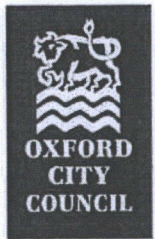
Contact Officer: Murray Hancock

Extension: 2153

Date: 19th December 2012

12/02072/OUT

University of Oxford Old Road Campus, Roosevelt Drive



Scale : 1:2500

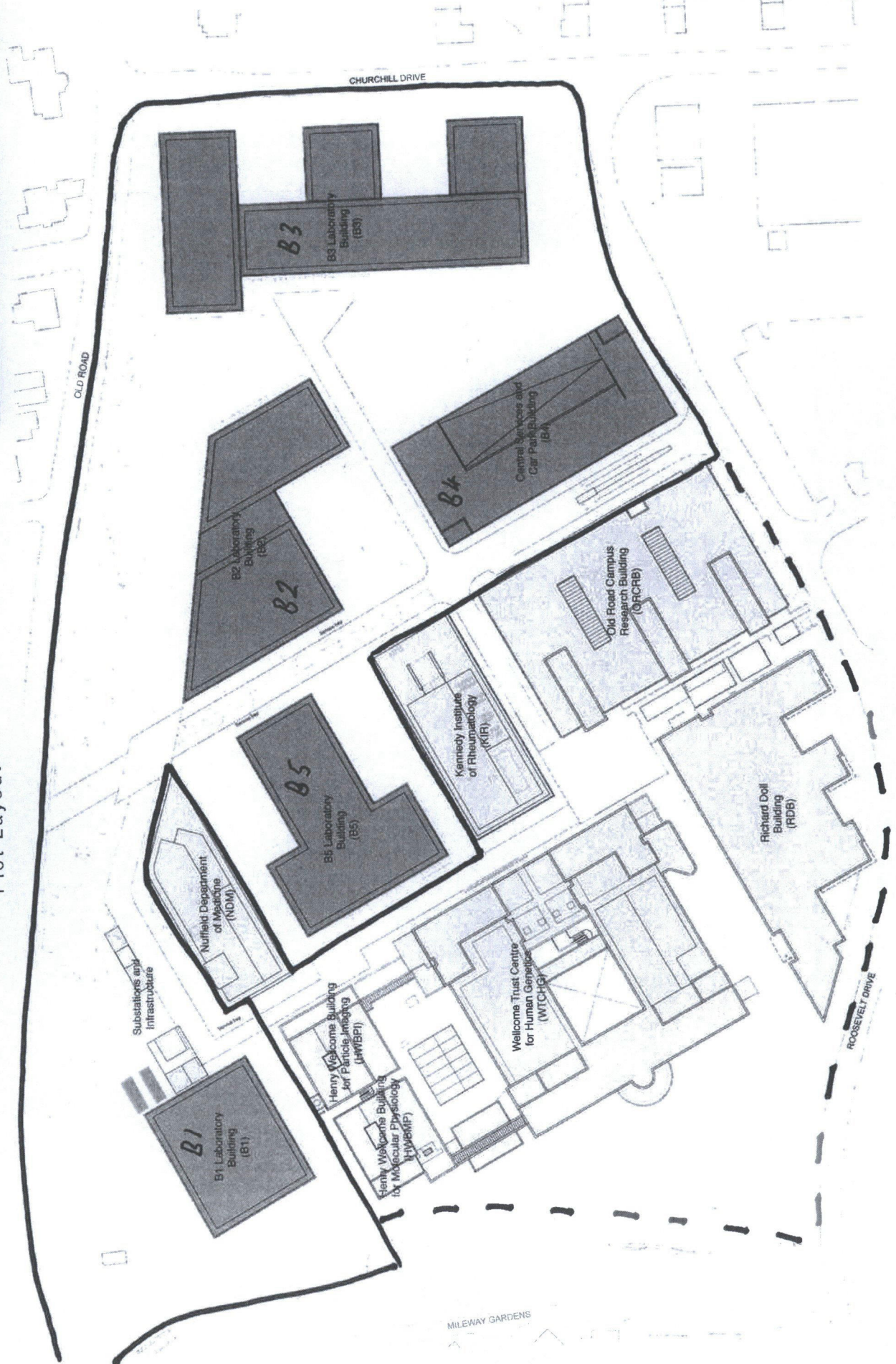
Organisation	Oxford City Council
Department	Planning
Comments	
Date	22 November 2012
SLA Number	100019348



6.1.8

Proposals Plot Layout

Proposed Layout



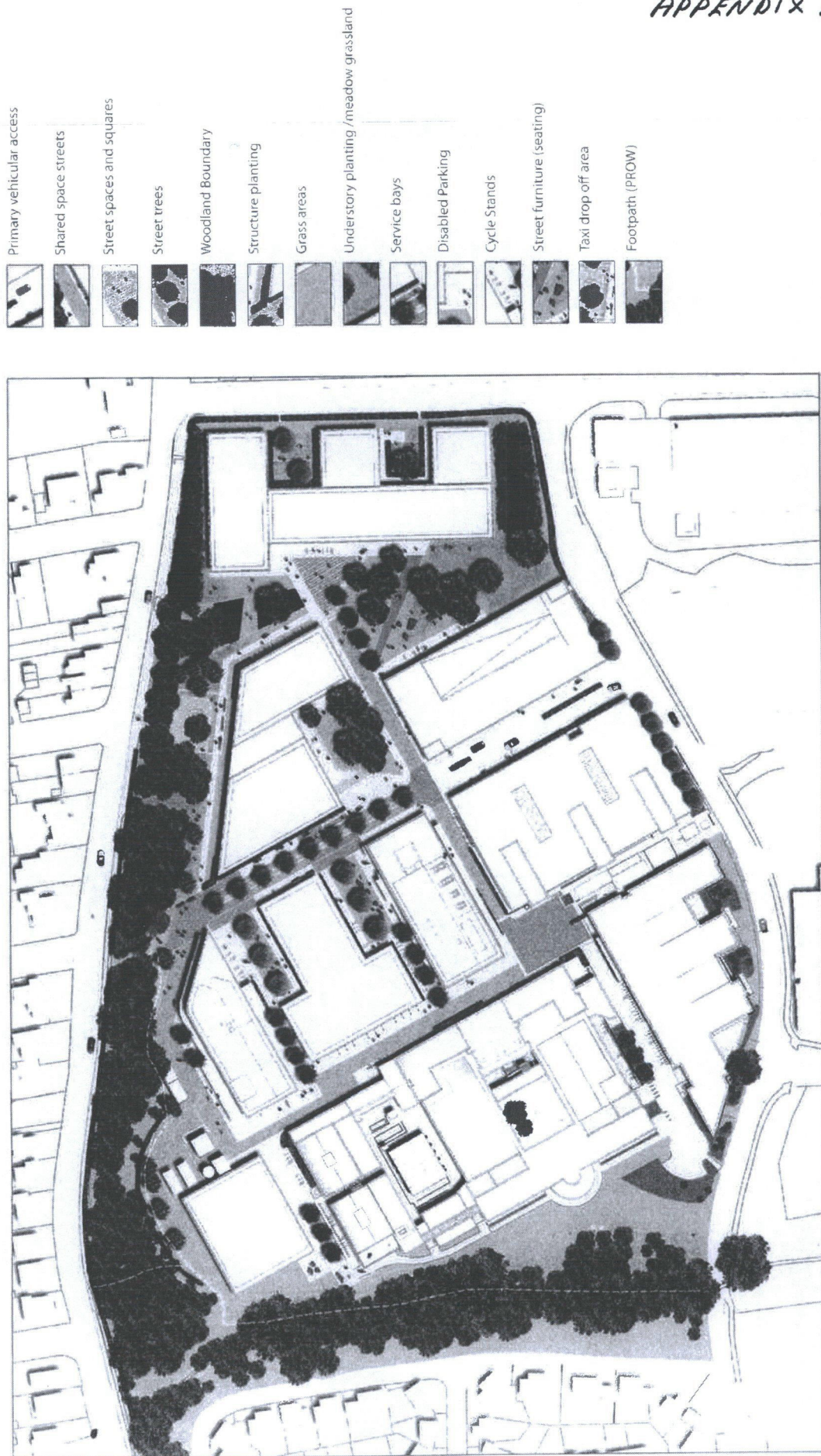


Fig. 1 Illustrative Masterplan

Mitigation

- 15.59 Although changes in traffic flows in the immediate vicinity of the site are predicted to be largely neutral, a Travel Plan will be prepared for the development to ensure that these estimates are realised and maintained. The main elements of the Travel Plan are summarised below.

Generic Measures

- University Travel Webpage – The existing University Travel Page will be updated and expanded to include any new travel measures.
- Publicity - Additional promotion of both existing and new travel measures to staff will be undertaken using various methods.
- Video Conferencing Facilities - New facilities will be introduced into new buildings and information will be publicised to staff.
- Personalised Travel Planning - This new measure will offer staff personalised travel planning.
- Free Transport Home - This existing measure will be publicised further.
- Personal alarms for walkers/cyclists – This new measure will introduced and publicised.

Walking and Cycling Measures

- Organised "Walking Fitness" Groups - A new free measure that will be investigated by the Travel Plan Co-ordinator.
- Secure and Covered Cycle Parking - Additional high quality cycle parking will be implemented as part of the development.
- Staff Shower & Changing Facilities - Facilities will be incorporated into the design of new buildings.
- Staff Lockers - New facilities will be incorporated into the design of new buildings.
- Pilot Cycle Hire Scheme – OCC are committed to a cycle hire scheme and the development will include parallel facilities.
- Free Cycle Maintenance Service - This existing service will be reviewed to see if it can be expanded.
- Promotion of Cycling Initiatives - Cycling events will be promoted.

- Free Cycle Training - This existing measure will be promoted.
- Free Cycle Maps - These will be available to staff for free and placed in prominent locations.
- Interest Free Bicycle Loan Scheme - This existing scheme will be promoted at regular intervals in order to maximise uptake.
- Bicycle User Group (BUG) - The BUG will be promoted to increase interest in cycling and to consult staff on future initiatives.
- New Off-site Cycle Infrastructure - New infrastructure will be developed in accordance with OCC proposals and with input from the BUG.

Public Transport Measures

- Public Transport Season Ticket Loan - This existing scheme will have new and ongoing publicity to maximise demand.
- Discount Bus Pass Scheme - This existing scheme will have new and ongoing publicity to maximise demand.
- Discount Train Pass Scheme - This existing scheme will have new and ongoing publicity to i maximise demand.
- Bus Timetables and Maps - Additional timetables and maps will be included on the University Travel Page and placed in prominent locations within buildings.
- Rail Timetables - Rail information will be included on the University Travel Page and placed in prominent locations within buildings.
- University Operated Mini-bus Service - The feasibility of a new University operated mini-bus service to the campus will be investigated.
- University Operated Bus Service(s) - The feasibility of a new University operated bus service to the campus will be investigated.

Vehicle Demand Measures

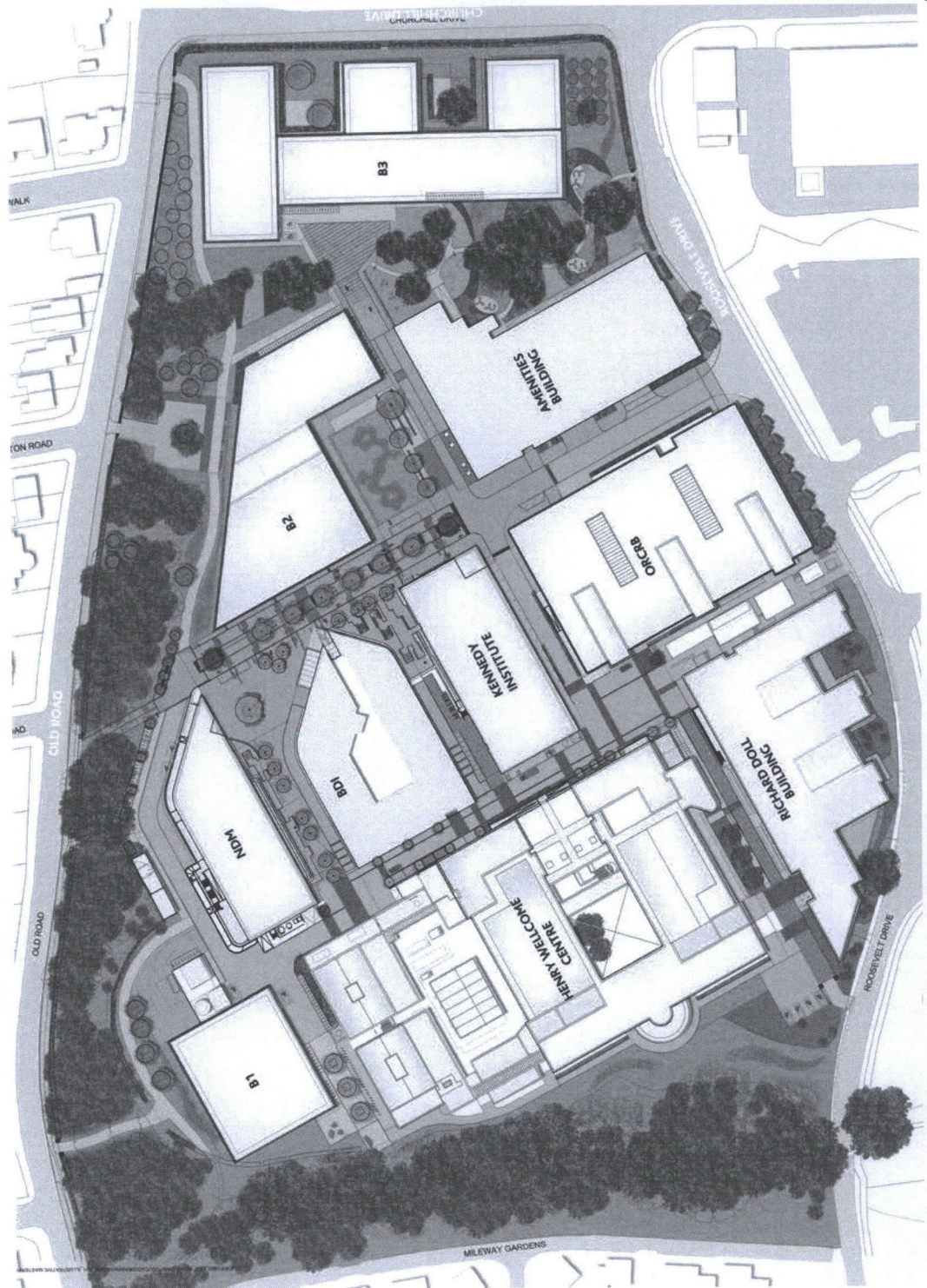
- Parking Permits - The allocation and cost of existing parking permits will be reviewed.
- Car Sharing - The existing car share scheme will be promoted to staff at regular intervals.
- Controlled Parking Zones (CPZ) Extension - The University will support the extension to the existing CPZs in the vicinity of the site.
- Off-site Park and Ride – In the short and medium term, the use of the expanded Thornhill Park and Ride and its proposed enhanced bus services will be promoted. In the medium-longer term, as the development proceeds, the University will investigate other measures including dedicated bus services and additional P&R capacity.

APPENDIX D. Old Road Campus masterplan

The adjacent drawing depicts the current masterplan with the proposed building footprint for Plot B4 under this application.

APPENDIX D.

Site plan



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