



## **Oxford Local Plan 2036**

### **Joint Statement of Common Ground: BMW and Oxford City Council**

**Parties:**

- Oxford City Council
- BMW (UK) Manufacturing Ltd (BMW)

**Date:** 19<sup>th</sup> March 2019

## **Introduction**

1. This statement of common ground (SoCG) outlines the matters on which BMW and Oxford City Council (the Parties) have co-operated on and provides a written record of the progress made between the two organisations. Its purpose is to reflect and confirm the current position agreed by both Parties with specific regard to major modifications to Policy SP9. This SoCG does not cover the points raised in relation to the Community Infrastructure Levy as this will be dealt with through a separate SoCG.

## **Key issues**

2. The representations received from BMW on the Draft Oxford Local Plan 2036 identified that SP9 should refer to MINI Plant Oxford rather than BMW Oxford Mini Plant and that the site area stated in Policy SP9 was incorrect. Oxford City Council acknowledges that the site should be referred to as MINI Plant Oxford and that the whole site area is 82.13 hectares. The Parties agree that references will be updated and the site area amended and that these changes will be incorporated within the proposed Minor Modifications schedule to be submitted alongside the Local Plan. The Policies Map site boundary for MINI Plant Oxford will also be amended as agreed.
3. BMW also suggested in their representations to the Draft Oxford Local Plan 2036 changes to policy wording of SP9 to reflect their operational needs. Possible future investment by BMW Group at MINI Plant Oxford could, in some circumstances result in a smaller building footprint and/or a reduction in the total number of jobs on the site as a result of technology improvements. The City Council acknowledges that the wider employment uses as set out in Policy E1 for Category 1 sites are appropriate on this site and Policy E1 should be read in conjunction with Policy SP9. This proposed change is considered to be a major modification to the Oxford Local Plan 2036. The parties agree that this modification incorporated within the proposed Major Modifications schedule to be submitted alongside the Local Plan to ensure the effectiveness of the policy. If the Inspector considers this proposed modification to address the soundness issue then this would resolve the objection from BMW on this matter.
4. For Policy SP9 to be sound and effective the City Council acknowledges that Policies E1 and SP9 should be read together and that planning applications for future development at the MINI Plant Oxford site may not result in more employment floorspace and/or more jobs per hectare. This could be for a number of reasons specific to the site and its manufacturing focus, including technological advances and increased efficiencies in manufacturing of cars over the plan period. The parties agree that, where employment floorspace and jobs per hectare are not increased, this will be acceptable at this site provided that the land is retained for operational uses associated with MINI Plant Oxford. It is proposed that additional wording will be included in Policy SP9 to this effect.
5. BMW have raised soundness concerns relating to the Policy SP9 requirement to deliver a reduction in parking at MINI Plant Oxford. The City Council acknowledges that owing to the shift patterns at MINI Plant Oxford, combined with a limited public transport offer to the Eastern Arc at this current time, to support these shift patterns that the current wording for a reduction in car parking provision at this time could result in reducing the

effectiveness of the policy. As such the wording has been amended to read that there should be “No net gain in car parking provision”.

6. The City Council considers that the three Category 1 employment sites beyond the Oxford Ring Road (Unipart, The Oxford Science Park and MINI Plant Oxford) are more difficult to access via public transport. Some improvements through the Oxford Pick Me Up service are already happening but at the current time in the absence of the Cowley Branch Line and the Eastern Arc Mass Rapid Transit improvements we accept that this may be insufficient, given the shift patterns, to allow for an immediate reduction in parking on site. Oxford City Council considers that this is different to other employment sites such as the hospital sites and Oxford Business Park that have better access by public transport. Given the above, the Parties agree that it would be not appropriate or effective for Policy SP9 to require a reduction in car parking at this point in time. This position is anticipated to change once the delivery of suitable infrastructure is achieved. Such changes will be reflected in the review of this plan. The Parties agree that this modification to change this element of Policy SP9 to require “no net increase in car parking” should be incorporated within the proposed Major Modifications schedule to be submitted alongside the Local Plan. This is to ensure the effectiveness of the policy. If the Inspector considers this proposed modification to address the identified soundness issue then this would resolve the objection from BMW on this matter.
7. For clarity, the Parties agree that the following major modifications to Policy SP9 set out below are proposed. The site area stated in Policy SP9 will be 82.13 hectares and the Policies Map site boundary will be amended accordingly.

### Conclusions

8. In summary, the parties agree that the inclusion of the minor and major modifications set out in this SoCG and summarised in track changes below would resolve the BMW objections as they relate to Policy SP9.

#### **Policy SP9: ~~Mini~~ MINI Plant Oxford**

Planning permission will be granted for B1, B2 uses, B8 uses will be permitted where they directly support the employment uses at the site. No other non-employment uses will be permitted on this Category 1 site except for the reasons set out in Policy E1. Planning permission will not be granted for any other uses.

Notwithstanding the requirement in Policy E1 for an increase in employment floorspace and jobs per hectare, planning permission will be granted for development on this site that results in a loss of employment floorspace or jobs per hectare where the land is retained for B1, B2 and B8 uses associated with operations at MINI Plant Oxford.

No net gain ~~A reduction~~ in car parking provision on site will be ~~required~~ permitted and opportunities will be sought to enhance and promote more sustainable travel modes to the ~~BMW~~ MINI Plant Oxford.

**Signed on behalf of Oxford City Council**



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Position: Interim Head of Planning  
Date: 20th March 2019

**Signed on behalf of BMW (UK) Manufacturing Ltd**



Name: DAVID KEESE OF DAVID LOCK ASSOCIATES  
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