

East Area Planning Committee:

7 October 2015

Application Number: 15/02262/FUL

Decision Due by: 11 November 2015

Proposal: Erection of warehouse building on existing car parking area

Site Address: UYS Ltd. Garsington Road, Oxford (**site plan: appendix 1**)

Ward: Lye Valley Ward

Agent: Mr Ross Vinter

Applicant: Mr Brian Renwick

Recommendation:

The East Area Planning Committee is recommended to approve planning permission for the following reasons:

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.

Conditions

- 1 Development begun within time limit
- 2 Develop in accordance with approved plans
- 3 Temporary Building
- 3 Materials
- 5 Use of Building
- 6 Tree Protection Plan (TPP) 1
- 7 Construction Traffic Management Plan
- 8 Revised Drainage Details
- 9 External lighting
- 10 Cycle Shelter

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
EC1 - Sustainable Employment
EC9 - Warehousing
TR3 - Car Parking Standards
TR4 - Pedestrian & Cycle Facilities
CP25 - Temporary Buildings

Core Strategy

CS2_ - Previously developed and greenfield land
CS11_ - Flooding
CS12_ - Biodiversity
CS13_ - Supporting access to new development
CS17_ - Infrastructure and developer contributions
CS18_ - Urban design, town character, historic environment
CS27_ - Sustainable economy

National Planning Policy Framework

National Planning Policy Guidance

Relevant Site History:

95/01752/NOY - Outline application for the erection of building for general industrial (Class B2), with access, parking and landscaping - PER

96/01703/NR - Erection of building for industrial purposes, parking for 197 cars & 60 bicycles with access from Oxford Rd, Garsington (details of siting, design, external appearance, access & landscaping reserved under 95/1752/NOY) (Amended plans) - PER

96/01704/VF - Variation of condition 12 of outline approval 95/1752/NOY. (To remove mounds to create a car park) – PER

97/00393/NF - Revisions to approved design to incorporate 2 storey office element (plus ancillary facilities) as part of factory building (864sq m. additional office floor space over & above approved scheme). (Variation to permission 96/1703/NR) – PER

01/01018/NR - Erection of extension to existing building for general industrial use (Class B2) (details of siting, design and external appearance reserved under outline application permission 95/1752/NOY). - PER

10/03317/FUL - Erection of single storey loading bay at existing loading bay. –PER

Representations Received:

None

Statutory Consultees:

Highways: No objections, subject to conditions being included relating to drainage and the submission of a construction traffic management plan

Issues:

- Principle of Development
- Design
- Impact on residents
- Access
- Parking
- Flooding and Drainage
- Biodiversity
- Noise and Lighting

Site Description

1. UYS occupies a site to the north-east of Unipart and the BMW Mini Factory site and is accessed from Garsington Road. Immediately adjacent to the site to the north-west is the freight railway line that serves the car factory. Beyond the railway line is an area of farmland and Horspath Road which is geographically the closest highway to the application site but is not accessible from UYS. The application site lies close to the edge of Oxford City's administrative boundary and is in close proximity to the edge of Horspath village, despite this close proximity the site is not visible from the village due to the railway embankment and a dense area of vegetation to the north of the application site. To the south-east of the application site there is the Unipart depot and the very large Unipart warehouse that is a major distribution centre. To the north-east and south east of the application site is farmland that lies outside of the City's boundary.
2. The application site includes a large existing building that is both the main manufacturing facility for UYS as well as the offices and warehouse. The building was constructed in the late 1990s and is a large, partially two storey, partially single storey building covering an area of 10000m². UYS manufacture exhaust systems, currently producing parts for Honda cars. The site employs 218 staff members, because of the nature of the work that is carried out on the site the majority of employees work in shifts.
3. The road access to the site is shared with Unipart, with HGV traffic and employee car access being provided around the Unipart warehouse to the driveway serving UYS; HGV traffic is managed within the UYS site with a separate access to the loading bays for the warehouse. There is a large car park in front of the main UYS building that currently provides 210 spaces for the exclusive use of UYS employees. There is an existing area for cycle parking for staff that lies to the north east of the main building.

Proposals

4. It is proposed to erect an aluminium framed warehouse in front of the main UYS building on part of the existing parking area. The proposed building would be 35m wide and 31m long; it would be constructed in two halves with a central valley gutter and two roof ridges. The height to the eaves of the building would be approximately 6m with an overall height to the ridges

of approximately 8.5m. The building would be constructed from profiled steel sheeting with an off white finish.

5. The warehouse is to be used for the storage of materials and products associated with existing operations on the site. The proposed development is required to facilitate the installation of new equipment into the existing production area; given the size of the equipment it is necessary to move plant and machinery into the new building as well as provide space for products and materials. The main use of the building would therefore be for storage but there are proposals to carry out some manufacturing processes within the building, specifically the use of the 'swiss roll' machine. The proposed building would be mainly accessed from the south-east corner of the building which would have a large roller shutter to enable forklifts to enter and exit the warehouse.
6. Planning permission is only sought for the building for a three year period as after that time the relocation and upgrades to the manufacturing processes within the main building will have been completed which should enable space for storage to be created.
7. The proposed development would result in the loss of 58 car parking spaces; with 152 spaces retained on the site.
8. There are no proposals to change access arrangements on the site.

Assessment

Principle of Development

9. The development proposed is acceptable in principle; specifically in the context of Policy EC1 of the Oxford Local Plan 2001-2016 it is considered that the proposals represent an investment by a significant employer to facilitate necessary improvements in their production processes; this would improve the viability of their site. Despite the overall size of the proposals it will not increase the number of employees required or the number of HGV movements but is necessary because of the existing constraints of the site; the development will not therefore give rise to adverse impacts upon the City's infrastructure.
10. Officers have also been mindful of the requirements of the Council's adopted planning policy in relation to warehousing, Policy EC.9 of the Oxford Local Plan 2001-2016. The proposed development is associated with existing operations on the UYS site and the warehousing could not be provided elsewhere. Many of the concerns associated with warehouse development are not relevant in this case because the development proposed relates only to the relocation of existing plant, machinery, products and materials rather than a new business or increased movements. Despite this, Officers have carefully considered the requirements of the Policy in relation to design, landscape, access, lighting

and noise and these issues are addressed throughout this report and have been considered in the context of the recommendations made.

11. In a more general context it is suggested that the proposed development would make more efficient use of existing land on the site as the large car park is currently under-used. In this way the principle of the development is broadly supported by Policy CP6 of the Oxford Local Plan 2001-2016.
12. It is noted that planning permission is only sought for the building for a three year period. Officers have therefore considered the proposals in the context of Policy CP25 of the Oxford Local Plan and it is suggested that the proposals adhere to the requirements of that policy. Officers have recommended that a condition is included to ensure that the land is returned to its previous use and state after that time period has elapsed.

CIL

13. The application is liable to a Community Infrastructure Levy payment/

Design

14. The proposed building would be a utility type building that would be similar in appearance to many of the nearby industrial and warehouse buildings. Because of the proposed building's location to the north-east of the existing large building on the site and the presence of the railway line to the north-east of the proposed warehouse and vegetation to the north-west it would not be visible in the wider landscape. It is also considered that the proposed building would not be visible from nearby roads, notably Horspath Road, because of the contained nature of the site.
15. There are some mature trees around the edge of the application site; Officers have recommended a condition that requires protection of these trees to be provided during the construction phase of the development if approval is granted.

Impact on Residents

16. The proposed development would mainly be used for storage and would not therefore have an impact in terms of noise and disturbance from industrial processes. It should also be noted that the topography of the site and distance to residential properties (the nearest dwellings being in Horspath village) mean that there would be minimal impact arising from the development.
17. It has already been set out that there are limited proposals to use the building for manufacturing. Officers have recommended that a condition be included if approval is granted that restricts the types of machinery used to only forklifts, equipment used in association with the storage use of the building and the 'swiss roll' machine that will be relocated to the building. The swiss roll machine does not generate high levels of noise

and would not have a detrimental impact on neighbours.

18. There are no proposals to add external lighting to the building; Officers have recommended that for the avoidance of doubt a condition is included if approval is granted that would require any external lighting to require planning permission.

19. It should be noted that no objections have been received to the proposed development.

Access and Parking

20. The proposed development would decrease the number of car parking spaces on the site. Details have been provided by the applicant and their agent that relate to the amount of car parking spaces that are typically used by the employees of UYS. There are currently 210 car parking spaces, the proposed development would result in the loss of 58 spaces that would mean a retained car parking capacity of 152. The maximum number of employees that are at the site at any point (during an 'early shift' or 'day shift') would be 160; though 40 staff typically walk, cycle or get public transport so it is considered that there would be sufficient car parking to cope with the needs of the operations on site.

21. Officers have further considered the car parking demand at the UYS site especially in the context of the site's ability to provide access by means other than car. There are regular bus services the Unipart site that is within walking distance of UYS with 3-4 buses a day providing access to the site from Cowley Centre and Rose Hill (Stagecoach Service 20) and an hourly service from the City Centre (also serving East Oxford, Cowley Road and parts of Cowley (Thames Travel Service T1). The site is also accessible by bicycle from Garsington Road (where there is an off-road route linking to the bypass cycle track) and there is a signposted route through the Unipart site.

22. There would be no increased HGV movements arising from the proposed development.

23. Officers have recommended a condition be included if approval is granted that requires the submission of a full Construction Traffic Management Plan. It should be noted that given the proposed construction methods that would be used for the building there would be fairly minimal construction traffic despite the size of the building because it would be formed of pre-fabricated panels.

24. No objections have been raised by the Highway Authority.

Flooding and Drainage

25. The proposed building would be constructed on an existing area of car parking which would mean there would be minimal impact on surface

water conditions arising from the development. Limited details relating to surface water management have been provided with the application and Officers recommend that further details be required by condition if planning permission is granted.

Biodiversity

26. The site of the proposed building already contains large areas of hardstanding for parking and lighting. It is considered that the proposed development would not have an adverse impact on protected species, specifically bats.

Contaminated Land

27. Officers have considered previous uses of the site and the risk of contamination arising from the proposed development. An informative has been included as part of the recommendation.

Conclusion

28. On the basis of the above, Officers recommend that planning permission be granted subject to conditions.

Human Rights Act 1998

Officers have considered the implications of the Human Rights Act 1998 in reaching a recommendation to approve this application. They consider that the interference with the human rights of the applicant under Article 8/Article 1 of Protocol 1 is justifiable and proportionate for the protection of the rights and freedom of others or the control of his/her property in this way is in accordance with the general interest.

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, officers consider that the proposal will not undermine crime prevention or the promotion of community safety.

Background Papers:

15/02262/FUL

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Date: 17th September 2015

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