

Oxford City Planning Committee

Application number:	22/01712/FUL		
Decision due by	11 th October 2022		
Extension of time	28 th October 2022		
Proposal	Temporary change of use of the existing UYS Building from general industrial (Use Class B2) to storage and distribution (Use Class B8) for a period of 5 years.		
Site address	U Y S Ltd , Garsington Road, Oxford, Oxfordshire – see Appendix 1 for site plan		
Ward	Blackbird Leys Ward		
Case officer	Michael Kemp		
Agent:	Miss Nour Sinno	Applicant:	Mr Tom Hesp
Reason at Committee:	The proposals are major development.		

1. RECOMMENDATION

1.1. The Oxford City Planning Committee is recommended to:

1.1.1. **Approve the application** for the reasons given in the report and subject to the required planning conditions set out in section 12 of this report and grant planning permission, and

1.1.2. **Agree to delegate authority** to the Acting Head of Planning Services to:

- Finalise the recommended conditions as set out in this report including such refinements, amendments, additions and/or deletions as the Acting Head of Planning Services considers reasonably necessary and issue the decision.

2. EXECUTIVE SUMMARY

2.1. This report considers an application for a temporary change of use of the AXLE 120 building, formerly used by UYS (Unipart Yutaka Systems) and associated land to allow a use for Class B8 (storage and distribution purposes) for a period of 5 years. The site comprises a 12,173 sqm industrial building, parking and servicing spaces which sit in the north east corner of the Unipart site located on the eastern periphery of Oxford.

2.2. The site lies within the wider Site Allocation for Unipart under Policy SP7 of the Oxford Local Plan which permits Class B8 (storage and distribution) use. The site is also a Category 1 Protected Employment Site under Policy E1 of the

Oxford Local Plan which allows Class B8 use where this is essential to support the operational requirements of an employment site. Policy E1 is primarily to prevent, large scale, low employment generating uses on the limited land available for employment purposes in the city. The UYS building is a large employment building, which has been vacant since July 2021, therefore the site is not providing any employment at the present time. The site constraints, in particular the restricted access arrangements through the adjoining Unipart site significantly limits the suitability and attractiveness for potential occupiers. A marketing summary provided by the applicants demonstrates a lack of substantive interest from occupiers who would be interested in using the building for a Class B2 use, however there is potential interest from Class B8 occupiers.

2.3. Temporary planning permission is sought for five years, so the site would revert to a Class B2 use following the expiry of any planning permission. In the intervening period, allowing the use of the building for Class B8 purposes would increase the likelihood that that an occupier is found and there are clear economic benefits to this, compared with the building remaining unused. The B8 use would generate 166 new employment jobs.

2.4. On balance, given the site allocation allows for B8 use without requiring it to support operational needs, together with other material considerations including of the site itself, benefits to the local economy and the proposal being for a temporary permission, these material considerations outweigh the requirement under Policy E1 of the Local Plan for the B8 to be essential for operations in this case. Officers therefore consider that the proposed B8 use is acceptable and accords with SP7 of the Oxford Local Plan.

2.5. The supporting Transport Statement indicates that whilst the proposed Class B8 use would result in a potential increase in HGV movements, the overall number of vehicle movements, particularly during the AM and PM peak would be significantly reduced. It is therefore considered that the development would not have a detrimental impact on highway safety or amenity, whilst there is no alteration to on-site parking provision.

2.6. The permitted change of use is considered to have no further adverse environmental impacts in terms of air quality and noise and is therefore compliant with Policies RE6 and RE8 of the Oxford Local Plan.

3. LEGAL AGREEMENT

3.1. This application would not be the subject of a legal agreement.

4. COMMUNITY INFRASTRUCTURE LEVY (CIL)

4.1. The proposal would not be liable for CIL.

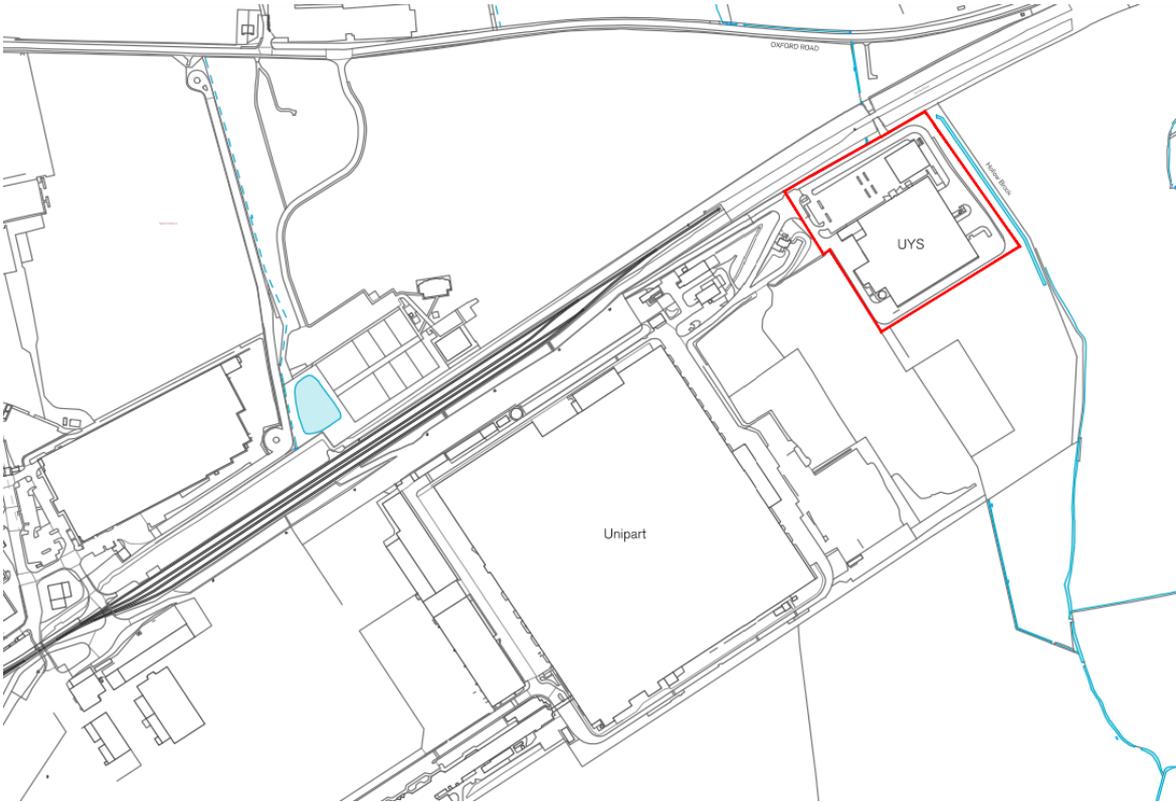
5. SITE AND SURROUNDINGS

5.1. The application site is located in the north eastern corner of the Unipart site on the far eastern periphery of Oxford. The site consists of a large industrial building and associated annex building, totalling 12173 sqm Gross Internal Area of

employment floor space. The main warehouse building was constructed in 1997 and an ancillary annex building was added to the front of the main building in 2019, following approval of planning application 18/03060/FUL.

- 5.2. The building was last used by UYS Limited, a car parts manufacturing company. UYS vacated the site in 2021, as the company was associated with the Honda UK plant based in Swindon which ceased operations in 2021. The building's last use would primarily be classed as a Class B2 industrial use, although the operation of the building and nature of the uses included elements of office and storage/distribution uses (Class B8).
- 5.3. The building lies to the north east of a large warehouse building currently occupied by Unipart. The only means of access to the site is through the adjoining Unipart site, via a security controlled access point and there is no existing public access into the site. Access beyond the Unipart site is provided via Transport Way and Garsington Road. Parking for 135 cars is provided to the north west of the main building.
- 5.4. A section of former railway embankment lies to the north and north east of the site. Beyond the embankment is an area of wooded land separating the site from Oxford Road, which leads from Horspath village. Horspath lies to the north east of the site, the nearest dwelling to the site is located approximately 247 metres from the site boundary. Oxford Sports Park and the Oxford United training ground is located to the north west of the site on the opposite side of the embankment. The land to the east of the site currently comprises open agricultural fields, however this lies within South Oxfordshire District and is allocated within the South Oxfordshire Local Plan for residential development (Northfield, South Oxfordshire Local Plan Policy STRAT12) for provision of 1800 new homes.
- 5.5. The surrounding land to the north and east of the site falls within the Oxford green belt, including the railway embankment, although the application site and land associated with the Unipart site falls outside of the boundaries of the green belt.

5.6. See site plan below:



6. PROPOSAL

- 6.1. The application proposes a change of use of the warehouse and annex building from a general industrial use (Class B2) to use for storage and distribution (Class B8) for a temporary period of 5 years.
- 6.2. No changes are proposed to the external appearance of the building and no further extensions are proposed to the building. No changes are proposed to the quantity of parking, or existing access arrangements.

7. RELEVANT PLANNING HISTORY

7.1. The table below sets out the relevant planning history for the application site:

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).. Permitted 10th September 2001.
80/00572/SON - Use of land for storage of motor vehicles (Site of Unipart Yutaka). Permitted 17th November 1980.
82/00613/SON - British Leyland Motor Corporation Limited Watlington Road -

Use of land for storage of motor vehicles. Permitted 19th January 1983.

86/00823/PN - Use of land for storage of motor vehicles (Site of Yutaka, Oxford Road). Permitted 26th January 1987.

95/01752/NOY - Outline application for the erection of building for general industrial (Class B2), with access, parking and landscaping. Permitted 29th October 1996.

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). Permitted 17th February 1997.

96/01704/VF - Variation of condition 12 of outline approval 95/1752/NOY. (To remove mounds to create a car park). Permitted 25th February 1997.

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). Permitted 25th April 1997.

10/03317/FUL - Erection of single storey loading bay at existing loading bay. Permitted 17th February 2011.

90/00741/SON - Erection of a 2.5 metres high galvanised steel 'D' section palisade fence around the perimeter of the site.. Permitted 12th December 1990.

15/02262/FUL - Erection of warehouse building on existing car parking area. Permitted 27th October 2015.

18/03060/FUL - Erection of aluminium framed loading bay building on rear section of car park. Permitted 14th February 2019.

8. RELEVANT PLANNING POLICY

8.1. The following policies are relevant to the application:

Topic	National Planning Policy Framework	Local Plan
Design	126-136	DH1 - High quality design and placemaking
Commercial	81-83	E1 – Employment sites

Natural environment	91-101; 174-182	G2 - Protection of biodiversity geo-diversity G3 - Green Belt G7 - Protection of existing Green Infrastructure
Transport	104-113	M1 - Prioritising walking, cycling and public transport M2 - Assessing and managing development M3 - Motor vehicle parking M4 - Provision of electric charging points M5 - Bicycle Parking
Environmental	119-125; 152-169; 183-188	RE1 - Sustainable design and construction RE2 - Efficient use of Land RE3 - Flood risk management RE4 - Sustainable and foul drainage, surface RE5 - Health, wellbeing, and Health Impact Assessment RE6 - Air Quality RE7 - Managing the impact of development RE8 - Noise and vibration RE9 - Land Quality
Miscellaneous	7-12	S1 - Sustainable development AOC7 - Cowley Branch Line

9. CONSULTATION RESPONSES

9.1. Site notices were displayed around the application site on 3rd August 2022 and an advertisement was published in the Oxford Times newspaper on 4 August 2022. The application was advertised as a departure from the development plan, as the principle of a Class B8 use on the site runs contrary to Policy E1 of the Oxford Local Plan.

Statutory and non-statutory consultees

Oxfordshire County Council (Highways)

9.2. According to submitted Transport Statement (TS), this application will not alter the design, layout or access to the existing building and associated annex, and the 135-space car park spaces.

9.3. Access to the Industrial Estate Site is achieved via Oxford Road which in turn is accessed from the B480-Watlington Road. There is currently a limited access to the site with indirect vehicular access through shared one-way road accessed from Garsington Road along Transport Way. This access point includes security points operated by Unipart at the main entrance off the B480. The TS confirms the access to the industrial Estate is of suitable geometry and sufficient visibility to accommodate the safe flow of vehicular traffic to and from the site. Also, the previous long-established industrial operations, characterised by high flow of Heavy Goods Vehicles, reinforces the view that the existing road layout is adequate for the proposed temporary use.

9.4. The trip generation flows for the B2 facility is 144trips for the AM peak period (07:00 – 08:00), and 145 trips for the PM peak hour (16:00 – 17:00). The UYS building is also serviced by 15 HGV, 3 vans and 1 refuse vehicles. When

compared to the expected trip generation rates for the proposed B8 facility on the site (using the industry standard TRICS 7.8.2 database trip generation estimates for the proposed land use), Table 4.2 shows significantly reduced generated peak trips. The anticipated generated two-way vehicle hourly trips for the AM and PM periods were 27 and 26 respectively. As a result of the reduced traffic flows for the proposed temporary use of the site within the context of existing road layout, the generated traffic impact would not have a material impact on the local road network. Considering the above comments, the County Council has no objection to this application.

Public representations

9.5. No public comments have been received in relation to this application.

10. PLANNING MATERIAL CONSIDERATIONS

10.1. Officers consider the determining issues to be:

- Principle of development
- Neighbouring amenity
- Transport Impacts
- Air Quality

Principle of development

10.2. The application site lies within the wider Unipart site, which is classed as a Category 1 employment site in the Oxford Local Plan under Policy E1. The Unipart site also forms a specific allocation under Policy SP7 of the Oxford Local Plan. Site Policy SP7 states that planning permission will be granted for B1, B2 and B8 employment uses at Unipart. The site also lies within the Cowley Branch Line Area of Change (Policy AOC7) of the Oxford Local Plan.

10.3. Policy E1 states that planning permission will be granted for the intensification, modernisation and regeneration for employment purposes of any employment site if it can be demonstrated that the development makes the best and most efficient use of land and does not cause unacceptable environmental impacts and effects. For category 1 sites planning permission will not be granted where development results in the loss of any employment floor space.

10.4. Policy E1 permits new, or expanded Class B8 uses, where it can be shown that a Class B8 use is essential to support the operational requirements of a Category 1 employment site but not otherwise. It must be noted that this wording is not directly replicated under Policy SP7, which states that Class B8 uses are permissible on the Unipart site. The policy wording for SP7 does not specifically state that Class B8 uses should be in connection with existing uses on the wider Unipart site.

10.5. The Unipart site, includes a mix of storage, production and distribution uses, as the company is involved in the manufacture and distribution of car parts. The

former UYS included a similar mix of uses. Policy SP7 includes Class B8 uses as an acceptable form of development, as this is intended to allow sufficient flexibility for Unipart and associated uses to expand on the site acknowledging that storage and distribution forms a key element of the industrial use of the site. Great weight is given to the site allocation. The temporary storage and distribution use sought under this application is intended to be flexible, as it is not specifically proposed that the building would be used by Unipart, or any linked business to store and distribute vehicle parts, albeit that the permission sought would allow for this if required. The temporary Class B8 use sought under this application is not essential in supporting the operational requirements of this employment site so in this regard there is a conflict with Policy E1 of the Oxford Local Plan, given that the provisions of this policy are intended to apply to all employment sites in the city.

- 10.6. The building has been vacant since early 2021 following the departure of UYS. It is a large, relatively modern building of a good standard, albeit that its attractiveness to potential occupiers is limited by virtue of the complex access arrangements through the Unipart site via a security gate. The subtext to Policy E1 of the Oxford Local Plan states that B8 warehousing uses can be helpful in supporting local employers in sectors such as manufacturing, however they typically have a low job density and do not make efficient use of land which is particularly important given the shortage of land in Oxford. In considering the acceptability of a Class B8 use on the site; considerable weight should be given to the site specific circumstances and the fact that the use sought would be for a temporary period of 5 years.
- 10.7. Currently there is a large building on the site which was used for employment purposes, but has been vacant since July 2021. The proposals do not involve the construction of a new building, which would reduce the amount of available land on the site used for employment purposes. The applicants have stated that there is a long term aspiration to redevelop the northern part of the Unipart site, including the former UYS building and surrounding vacant land to enable the provision of further employment space and to increase the density of employment space and make more efficient use of the site. The proposed use is therefore intended as an intervening use until such time as an alternative occupier is found and /or the redevelopment of the northern part of the comes forward.
- 10.8. The applicants have provided officers with evidence of marketing, which provides a breakdown of interest expressed by potential occupiers for B2 and B8 uses. Marketing was carried out by Savills between September 2020 and July 2022 in an attempt to find a potential occupier for the site. The marketing summary suggests that a higher numbers of enquiries and more firm interest has been from potential B8 occupiers. Whilst there had been some limited interest from potential Class B2 occupiers, in each instance enquiries had not progressed beyond an initial expression of interest for various reasons, including the size of the building not meeting the needs of the occupier; and the location not meeting the needs of the end user. The conclusions that officers would draw from the marketing evidence is that there is limited interest from potential B2 occupiers and allowing further flexibility for the building to be used for a Class B8

use would potentially increase the chances that a temporary employment generating use can be found for what is a large employment building.

- 10.9. The applicant's Planning Statement notes that the development has the potential to generate approximately 166 jobs, based on guidance from the Employment Density Guide (2015). Whilst the supporting text to Policy E1 notes that Class B8 uses have a relatively low job density and do not make efficient use of land. It is therefore considered justifiable to limit the provision of new use on the grounds that the proposals would facilitate the existing temporary use of a large employment building on an allocated employment site generating 166 jobs. Were the building to remain unused it has no value for employment purposes, whereas the proposed use would generate employment and be of benefit to the local economy. Furthermore as the use is temporary the potential would remain for the site to be reused for either a Class B2 use, or alternative employment uses through redevelopment. Allowing a Class B8 use on the site is intended to allow further flexibility to ensure that an occupier is found for the building, this would not prevent the building also being used for Class B2 use, if a Class B2 occupier can be found as the existing site allocation would allow for this.
- 10.10. Site Policy SP7 of the Oxford Local Plan permits Class B8 use and does not require it to support essential operations on the (wider) site. The proposed development accords with SP7. Furthermore, Officers consider that in weighing up the site allocation and other material considerations including of the site itself, benefits to the local economy and the proposal being for a temporary permission, that these material considerations outweigh the requirement under Policy E1 of the Local Plan for the B8 use to be essential for operations in this case.

Impact on neighbouring amenity

- 10.11. Policy RE7 of the Oxford Local Plan requires that applications for development protect the amenity of neighbouring uses, this is applicable to non-residential as well as residential uses. Policy RE8 of the Oxford Local Plan requires that planning permission will only be granted for development proposals which manage noise to safeguard or improve amenity, health, and quality of life and planning permission will not be granted for development that will generate unacceptable noise and vibration impacts.
- 10.12. The nearest dwelling to the site is located approximately 247 metres from the site boundary to the north east in Horspath Village (19 Oxford Road). This is a considerable distance from the existing building, which as noted already falls under a Class B2 (industrial use). Noise generation associated with the previous use included the use of various machinery involved in the manufacturing of parts, as well as noise associated with vehicle movements including the movement of delivery vehicles. The previous manufacturing at UYS also operated 24 hours a day.
- 10.13. The original planning consent (95/01752/NOY) was the subject of a noise condition requiring that *"noise emitted from the premises should not exceed 42dB LAeq (15 mins) between 0700 hours and 1900 hours; 36dB LAeq (15 mins) between 1900 hours and 2300 hours; and 30dB LAeq (15 mins) between*

2300 and 0700 hours when measured 1 metre from the facade of the nearest residential dwelling". There was also a condition requiring the erection of an acoustic fence and limits on ground borne vibration. These conditions were applied to protect the amenity of neighbouring occupiers.

- 10.14. The operational nature of Class B8 storage and distribution would typically generate a lower level of noise compared with a Class B2 general industrial use. Class B2 encompasses a wide range of uses which have the potential to generate considerable noise, as such uses typically involve the use of extensive amounts of machinery in the process of manufacturing products. In comparison noise generation associated with Class B8 uses would typically be associated with vehicle movements, particularly deliveries.
- 10.15. The submitted Transport Statement notes that the proposed use is likely to result in a significant overall reduction in vehicle movements compared with the existing use, though this accounts mainly for a reduced number of staff. There would however be an increased number of HGV movements, equating to an increase of 25 movements over a week (Annual Average Daily Traffic movements (AADT)). As the main access point is located to the south west of the site via Unipart and Transport Way, this would have a limited impact on the existing properties to the north west in Horspath and existing uses to the south west of Unipart adjoining Transport Way and Garsington Road fall under industrial, office or retail uses.
- 10.16. It is considered that the proposed change of use to a Class B8 use would not impact adversely on the amenity of any surrounding residential, or other land uses accounting for the existing Class B2 use of the site. The proposals would therefore comply with Policies RE7 and RE8 of the Oxford Local Plan.

Transport

- 10.17. Being located in the northeast corner adjacent to Unipart, the site is poorly accessible via means other than by private car as the only existing access to it is via a security controlled access through the adjacent Unipart site. This long access road goes past the existing Unipart warehouse buildings which are heavily used by goods vehicles and which presents an unsafe environment for pedestrians and cyclists. The nearest bus stops are located on Oxford Road and Garsington Road over 1.5km from the site and the site is very peripheral in relation to the rest of the city. The bus services to this part of Oxford are not frequent. It is therefore not a highly sustainable location.
- 10.18. The applicant's Transport Statement (TS) includes an assessment of existing and forecast trip generation. The TS states that the UYS building at peak capacity employed 313 employees working different shift patterns over a 24 hour period. The applicant's planning statement forecasts that a Class B8 use would provide approximately 166 jobs, therefore this would equate to a significant reduction in staff travelling to the site. During the AM and PM peak periods the former use is assessed within the TS to have resulted in a flow of 144 vehicle movements during the AM peak and 145 movements during the PM peak. The analysis of the future traffic generation associated with a Class B8 use forecasts two way traffic flows of 27 vehicle movements during AM peak and 26

movements during the PM peak. Peak times for staff travel are likely to differ from 7.00am to 8.00am and 16.00pm to 17.00pm in the case of the site's existing Class B2 use; compared with 05.00am to 6.00am and 14.00 to 15.00pm in the case of Class B8 use, accounting for contrasting working hours and shift patterns. There would be an increase in HGV movements associated with the proposed Class B8 use. However overall there would be a substantial reduction in the number of vehicle movements across a given 24 hour period for the proposed Class B8 use, compared with the existing Class B2 use. It is therefore considered that the proposed use would not have a detrimental impact on the local highway network in terms of associated traffic generation.

10.19. Policy M3 of the Oxford Local Plan, which outlines parking standards for non-residential uses outlines that in the case of the redevelopment of an existing or previously cleared site, there should be no net increase in parking on the site from the previous level and the Council will seek a reduction where there is good accessibility to a range of facilities.

10.20. Presently there are 135 parking spaces on the site, which were provided to serve the building during its use by UYS for Class B2 industrial use. The proposals do not include any change to the parking provision for the site and all existing spaces would remain available for use by staff. As there would be no net increase in parking provision and the site would remain in an employment use, albeit of a differing nature, the parking provision as proposed would accord with Policy M3. Whilst staff numbers may reduce on site, the proposals do not include alterations to the existing building and is not redevelopment of the site and the site has not been cleared, therefore a reduction in car parking cannot be sought. Furthermore, given the site's location and poor access to public transport and amenities, a reduction in car parking is not considered reasonable in this case. The proposed parking provision is considered to be in accordance with Policy M3 of the Oxford Local Plan.

Air Quality

10.21. The Application Site is located within the Oxford citywide Air Quality Management Area (AQMA), declared by Oxford City Council (OCC) for exceedances of the annual mean NO₂ air quality objective (AQO). Analysis of the surrounding area of the application Site, show current air pollutant concentrations to be below their relevant air quality objectives. The impacts of existing pollution sources on the future residents at the proposed development are therefore considered to be not significant and air quality at the application site will be acceptable. There are no additional buildings proposed and no additional combustion plant is proposed though in reality energy usage is likely to be reduced.

10.22. There are currently 135 parking spaces that serve the existing operation of the site. As the proposed change of use is intended to be temporary, the proposals do not include any alterations to the parking provision away from what is currently provided. TRICS trip rates for B2 (current use) and B8 (proposed use) have been used to establish the change in traffic flows. A reduction of 273 vehicle movements based on Annual Average Daily Traffic levels is expected which will have the effect of improving air quality levels in the surrounding area.

10.23. The development would not therefore have a negative impact on air quality compared to the existing baseline condition and the development accords with Policy RE6 of the Oxford Local Plan.

11. CONCLUSION

11.1. Having regards to the matters discussed in the report, officers would make members aware that the starting point for the determination of this application is in accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004 which makes clear that proposals should be assessed in accordance with the development plan unless material considerations indicate otherwise.

11.2. The NPPF recognises the need to take decisions in accordance with Section 38 (6) but also makes clear that it is a material consideration in the determination of any planning application (paragraph 2). The main aim of the NPPF is to deliver sustainable development, with paragraph 11 the key principle for achieving this aim. The NPPF also goes on to state that development plan policies should be given due weight depending on their consistency with the aims and objectives of the Framework. The relevant development plan policies are considered to be consistent with the NPPF.

11.3. Therefore in conclusion it would be necessary to consider the degree to which the proposal complies with the policies of the development plan as a whole and whether there are any material considerations, such as the NPPF, which are inconsistent with the result of the application of the development plan as a whole.

11.4. The Site Policy for Unipart (SP7) permits Class B8 (storage and distribution) use, notwithstanding that Policy E1 requires that Class B8 use is essential to support the operational requirements of Category 1 employment sites. The purpose of restricting B8 uses under Policy E1 is primarily to prevent, large scale low employment generating uses on the limited land available for employment purposes in the city. The UYS building is a large employment building, which is presently unused, therefore the building is not providing any employment at the present time. The site constraints, in particular the restricted access arrangements via Unipart significantly limit the suitability and attractiveness for potential occupiers. A marketing summary provided by the applicant confirms that there is a lack of substantive interest from occupiers who would be interested in using the building for a Class B2 use, however there is potential interest from Class B8 occupiers.

11.5. Temporary planning permission is sought for five years, so the site would revert to a Class B2 use following the expiry of any planning permission. In the intervening period, allowing the use of the building for Class B8 purposes would increase the likelihood that that an occupier is found and there are clear economic benefits to this, compared with the building remaining unused. The B8 use would generate 166 new employment jobs.

11.6. On balance, given the site allocation allows for B8 use without requiring it to support operational needs, together with other material considerations including of the site itself, benefits to the local economy and the proposal being for a

temporary permission, that these material considerations outweigh the requirement under Policy E1 of the Local Plan for the B8 use to be essential for operations in this case. Officers therefore consider that the proposed B8 use is acceptable and accords with SP7 of the Oxford Local Plan.

11.7. Whilst the proposed Class B8 use would result in a potential increase in HGV movements the overall number of vehicle movements, particularly during the AM and PM peak would be significantly reduced and therefore it is considered that the development would not have a detrimental impact on highway safety or amenity, whilst there is no alteration to on-site parking provision.

11.8. The permitted change of use is considered to have no additional environmental impacts in terms of air quality and noise and is therefore considered to be compliant with Policies RE6 and RE8 of the Oxford Local Plan.

11.9. For the reasons outlined in this report, it is recommended that the Committee resolve to grant temporary planning permission for the development proposed subject to the conditions set out in section 12 below.

12. CONDITIONS

1. The use of the site hereby permitted shall be limited to a period not exceeding five years from the date on which this planning permission is granted. On the date of the expiry of the temporary permitted period of five years, the use of the site shall revert to its former use.

Reason: To ensure that the site retains potential to accommodate higher employment generating Class B2 uses and linked uses with adjoining employment sites in accordance with Policies E1 and SP7 of the Oxford Local Plan 2016-2036.

13. APPENDICES

- **Appendix 1** – Site location plan

14. HUMAN RIGHTS ACT 1998

14.1. 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.

15. SECTION 17 OF THE CRIME AND DISORDER ACT 1998

15.1. 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 temporary planning permission, officers

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