

APPLICATION NO.	P16/S3057/FUL
APPLICATION TYPE	FULL APPLICATION
REGISTERED	14.9.2016
PARISH	THAME
WARD MEMBERS	Jeannette Matelot David Dodds Nigel Champken-Woods
APPLICANT	Timberlake Motors
SITE	Timberlake Motors, C5 Station Yard, Thame, OX9 3UH
PROPOSAL	Variation of condition 1 on application ref. P04/E0986/RET - to enable the area to be used for parking/storage Change of use from B8 (wholesale warehouses,distribution centres, repositories) to B2 (general industrial), retrospective. (As amplified by drawing 16-016/P/003 accompanying Agent email of 12 June 2017).
OFFICER	Davina Sarac

1.0 **INTRODUCTION**

1.1 This application is referred to the Planning Committee as the Officers' recommendation conflicts with the views of the Town Council.

1.2 Station Yard comprises a number of units used for light industrial, storage and warehousing purposes – the proposal relates to unit C5: Timberlake Motors (which is shown on the OS extract **attached** as Appendix A). The unit currently has 5 forecourt spaces. The site is accessed off Thame Park Road, and drops away from the main road to the units below.

1.3 There are no site designations which affect the proposal.

2.0 **PROPOSAL**

2.1 The applicant seeks permission to excavate part of the bank along the north side of the access road and to create 4 additional parking spaces. The parking area will cover a size of 72sqm and require excavation to drop the bank level by 1.8m. A retaining wall would be built around the remaining bank. The parking area would be constructed in permeable block paving.

2.2 A copy of the plans accompanying the application is **attached** as Appendix B. Other documentation associated with the application can be viewed on the council's website, www.southoxon.gov.uk.

3.0 **SUMMARY OF CONSULTATIONS & REPRESENTATIONS**

3.1 **Thame Town Council** – Recommend refusal of the application on the grounds that the proposal would have an adverse effect on neighbouring amenity.

3.2 **Health & Housing - Contaminated Land** – No strong views.

3.3 **Highways Liaison Officer (Oxfordshire County Council)** – Application should be

granted subject to a condition requiring the area to be retained for parking.

- 3.4 **Neighbour representations** – A petition was received from numbers 1,2,3,4,5,6 Newbarn Close and the Newbarn Close Management Company, with an additional 4 letters with the following comments:
- The flats in Newbarn Close have been subject to a 3-year subsidence claim, no's 1 and 2 most affected. The external and internal works were completed in Septmeber 2016.
 - The close proximity of the application area to the flats could affect the stability of the block and cause further subsidence.
 - No details of storage proposed.
 - Noise and fumes would affect residents.
 - If there is a car fire it may result is fire to the flats as gas pipes are located in the patio area of 1 Newbarn Close.
 - Concerns over a workshop being placed in the area.
 - Concern over car works being carried in the parking area.

4.0 **RELEVANT PLANNING HISTORY**

4.1 [P04/E0986/RET](#) - Approved (08/10/2004)

Change of use from B8 (wholesale warehouses, distribution centres, repositories) to B2 (general industrial), retrospective.

[P88/N0797](#) - Approved (18/01/1989)

Erection of buildings for industrial/high tech/warehousing use (Class B1, b, c) and B8).

[P86/N0452/O](#) - Approved (12/08/1988)

Industrial/high tech/warehousing (Class B1(b),(c) & B8) development of a total of approx. 40,000 sq. ft. (subject to parking & servicing standards being met) on 3.4 acres to suit the requirements of local users with detailed proposals for access road into the site and Phase 1 proposals of 2 no. 2,000 sq. ft.

5.0 **POLICY & GUIDANCE**

5.1 **National Planning Policy Framework (NPPF)**

National Planning Policy Framework Planning Practice Guidance (NPPG)

5.2 **South Oxfordshire Core Strategy (SOCS) Policies**

CS1 - Presumption in favour of sustainable development

CSS1 - The Overall Strategy

CSQ3 - Design

CSTHA1 - The Strategy for Thame

5.3 **South Oxfordshire Local Plan 2011 (SOLP 2011) saved policies**

D1 - Principles of good design

D2 - Safe and secure parking for vehicles and cycles

T1 - Safe, convenient and adequate highway network for all users

T2 - Unloading, turning and parking for all highway users

5.4 **Thame Neighbourhood Plan (TNP)**

WS13 – Support improvements to existing employment areas

ESDQ16 – Development must relate well to its site and its surroundings

ESDQ29 – Design car parking so that it fits in with the character of the proposed development

5.5 Supplementary Planning Guidance/Documents

South Oxfordshire Design Guide 2016 (SODG 2016)

6.0 PLANNING CONSIDERATIONS

6.1 The main issues in considering the application are as follows:

- Highways and parking implications
- Residential amenity
- Economic and business considerations

6.2 Highways and parking implications

It is recognised that creation of the parking spaces will involve some excavation into the northern bank of the access road. Similar work has been carried out further along within the commercial site to allow for additional parking and storage without resulting in visual, highway safety or environmental harm. No structural analysis is carried out as part of the planning process and does not form part of the determination process. Consultation comments from the Local Highway Authority state that the application should be granted subject to a condition that the area is maintained for car parking.

6.3 Residential amenity

The commercial site is accessed off Thame Park Road, and drops away to the units below, resulting in an area that is not visible from the main road. A block of residential properties sit above the bank (Newbarn Close), located between the commercial area and dwellings on Chinnor Road. Access to these properties is not from within the business site, and the proposed location of the spaces is set down lower.

6.4 The site relates to an established business area, which was approved in 1980s along with a number of parking spaces to service the units, and the dwellings at Newbarn Close were approved in 2003 taking into account the established business site.

6.5 The retaining wall would be located 1.32 metres from the boundary fence of the Newbarn Close flats. The area that will be hard surfaced for parking behind the retaining wall will be 7.1 metres by 10.1 metres and will accommodate parking for 4 spaces. Whilst there is concern that the proposed application will result in further subsidence to the building at Newbarn Close, no evidence has been provided as to the cause of the current subsidence issue. Therefore, it would be unreasonable to come to the conclusion that the proposal would result in further subsidence with no substantial evidence. Parking adjacent to the bank is not considered to materially change the existing situation, either in terms of noise, fumes or traffic movements. As such, it is considered that the impact on residential amenity is minimal.

6.6 Economic and business considerations

In accordance with policy CSTHA1 of the SOCS and WS13 of the Thame Neighbourhood Plan, it is considered that the proposal contributes positively to the economic aims of the immediate area, without adversely affecting the residential amenity or character and appearance of the wider neighbourhood.

6.7 Other matters

The proposed street light on the bank would have to be relocated at the applicant's expense.

6.8 Community Infrastructure Levy (CIL)

The council's CIL charging schedule has been adopted and applied to relevant proposals since 1 April 2016. CIL is a planning charge that local authorities can implement to help deliver infrastructure and to support the development of their area, and is primarily calculated on the increase in footprint created as a result of the development. In this case the development is not liable for CIL.

7.0 **CONCLUSION**

7.1 The proposal complies with the relevant Development Plan Policies and, subject to the recommended conditions, the proposal would not detract from the business area, would not adversely impact the residential amenity of neighbouring occupants and accords with highway safety requirements.

8.0 **RECOMMENDATION**

8.1 **To grant planning permission subject to the following conditions:**

1. **Commencement of development with three years.**
2. **Development to be carried out in accordance with the approved plans.**
3. **The area hereby approved shall be retained for parking only.**

Author: Davina Sarac
Contact Number: 01235 422600
e-mail: planning@southoxon.gov.uk