

<b>APPLICATION NO.</b>	<a href="#">P18/S0078/FUL</a>
<b>APPLICATION TYPE</b>	FULL APPLICATION
<b>REGISTERED</b>	5.1.2018
<b>PARISH</b>	THAME
<b>WARD MEMBERS</b>	David Dodds Nigel Champken-Woods Jeannette Matelot
<b>APPLICANT</b>	Mr M Parmar
<b>SITE</b>	Land at New Barn Farm, Kingsey Road, Thame, OX9 3QA
<b>PROPOSAL</b>	Alterations to existing access off Kingsey Road and provision of access way in connection with the use of land for sport and recreational purposes as approved under planning permission P17/S2445/FUL.
<b>OFFICER</b>	Tom Wyatt

1.0 **INTRODUCTION**

- 1.1 This application is referred to Planning Committee as the Officer's view conflicts with the view of the Town Council.
- 1.2 The application site (which is shown on the OS extract **attached** as Appendix A) relates to an existing access off Kingsey Road, which currently serves unused agricultural buildings and the adjoining agricultural land. In November 2017 planning permission was granted (application P17/S2445/FUL) for the change of use of the adjacent agricultural land to a cricket field including a pavilion and car parking. This permission includes the creation of vehicular access to the site from Towersey Road, approximately 300 metres to the south of the new cricket field.

2.0 **PROPOSAL**

- 2.1 This application seeks planning permission for alterations to the existing access off Kingsey Road and its use to serve the new cricket field.
- 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](http://www.southoxon.gov.uk).

3.0 **SUMMARY OF CONSULTATIONS & REPRESENTATIONS**

- 3.1 **Thame Town Council** – Objects for the following reasons:
- a) Exiting the site onto Kingsey Road would be very dangerous, the road is busy and vehicles travel at high speed despite the 60mph speed limit.
  - b) It would be impossible to limit the access to just motor vehicles, as the applicant proposes. Cyclists and pedestrians would want to use the Kingsey Road entrance too, if it were permitted, as it would save a walk of well over 400m from the Towersey Road entrance.

**Highways Liaison Officer (Oxfordshire County Council)** – Recommends refusal due to the following reasons:

There is no infrastructure, such as footways, street lighting etc. in the vicinity so as to allow nonmotorised users to access the site along the A4129. The A4129 is a busy, fast classified road and unlikely to be conducive for cyclists given the 60mph speed limit

**Leisure Team (SODC)** - No objections

4.0 **RELEVANT PLANNING HISTORY**

4.1 [P17/S2445/FUL](#) - Approved (13/11/2017)

Use of land for sport and recreational purposes (cricket) with provision of formal pitches and informal training areas, pavilion, nets, car parking and access track off Towersey Road (as per contaminated land information received 03 August 2017 and as amended to provide footpath link and relocation of nets). A copy of the relevant plans for this application are **attached** as Appendix C.

5.0 **POLICY & GUIDANCE**

5.1 South Oxfordshire Core Strategy (SOCS) Policies;

CS1 - Presumption in favour of sustainable development

CSEN1 - Landscape protection

CSM1 - Transport

CSQ3 - Design

CSR3 - Community facilities and rural transport

CSS1 - The Overall Strategy

CSTHA1 - The Strategy for Thame

5.2 South Oxfordshire Local Plan 2011 (SOLP 2011) Policies;

D1 - Principles of good design

G2 - Protect district from adverse development

R4 - Outdoor sport facilities in the countryside

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

T2 - Unloading, turning and parking for all highway users

5.3 Thame Neighbourhood Plan (TNP) Policies;

GA1 New development to provide good pedestrian and cycle connections to the town centre and other local destinations

ESDQ16 Development must relate well to its site and its surroundings

ESDQ18 New development must contribute to local character by creating a sense of place appropriate to its location

ESDQ19 The Design and Access Statement and accompanying drawings must provide sufficient detail for proposals to be properly understood

ESDQ21 Development proposals, particularly where sited on the edge of Thame or adjoining Cuttle Brook, must maintain visual connections with the countryside

ESDQ22 The visual impact of new development on views from the countryside must be minimised

5.4 Supplementary Planning Guidance/Documents

South Oxfordshire Design Guide 2016 (SODG 2016)

5.5 National Planning Policy Framework (NPPF)

National Planning Policy Framework Planning Practice Guidance (NPPG)

**6.0 PLANNING CONSIDERATIONS**

- 6.1 This application solely seeks improvements to an existing access and its use in association with the already approved use of the adjacent land as a cricket playing field. As such the only significant issue to consider in relation to this application is the impact of the proposal on highway safety.
- 6.2 The extant planning permission provides for a vehicular access via an existing field access off Towersey Road. This access involves upgrading an existing track along a length of over 300 metres between the junction with Towersey Road and the entrance to the approved car parking area. The extant planning permission also provided for a pedestrian access from the junction of Howland Road and Towersey Road along the inside of the roadside hedge before linking with the approved vehicular access. This current proposal does not seek to alter this approved pedestrian access.
- 6.3 The access off Kingsey Road is existing and serves agricultural land and buildings. This access is immediately adjacent to the cricket playing field and would only require the provision of an access drive of approximately 70 metres in length. Thus, the Kingsey road access would provide a more convenient and logical access point to the cricket ground.
- 6.4 Thame Town Council has objected to the use of the proposed access due to concerns about its safety given the speed of traffic on Kingsey Road and also the danger of pedestrians and cyclists using this entrance. The Highway Authority has not objected to the use of the access by vehicles but is concerned about danger to pedestrians and cyclists as a result of the speed and volume of traffic on the highway and the lack of infrastructure for pedestrians and cyclists (e.g. footways and lighting).
- 6.5 Policy T1 of the SOLP relates to transport requirements for new developments. Criteria (i) and (ii) of this Policy, respectively, require that proposals for all types of development 'provide for a safe and convenient access to the highway network' and 'provide safe and convenient routes for cyclists and pedestrians'. Guidance at Para. 32 of the NPPF states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
- 6.6 It is important to note that the proposed access already exists and can legitimately be used in association with the agricultural use of the adjacent land and buildings. The access provides good visibility along Kingsey Road and the Highway Authority has no objections to the use of the access by motorised vehicles. Therefore, the planning issue is whether the access is likely to be used by pedestrians and cyclists and whether this would result in a severe impact.
- 6.7 In response to the concerns regarding highway safety, the applicant has provided information on the use of the cricket field. In this regard, the use will only operate between April and the end of August in any one calendar year. During this period the applicant anticipates the following vehicle movements:
- Monday – 4pm drop-off and 7pm collection – between 13 and 15 vehicles  
Tuesday – 6pm drop-off and 8pm collection – approximately 12 vehicles  
Wednesday – 4pm drop-off and 6pm collection – between 13 and 15 vehicles  
Friday – 6:30pm drop-off and 8pm collection – approximately 15 vehicles.  
Saturday and Sunday – 10am drop-off and 2pm collection – approximately 13 vehicles  
Easter Holidays (Monday- Wednesday) - 10am drop-off and 3pm collection – about 15 vehicles  
Summer Holidays (Monday-Wednesday) - 10am drop-off and 3pm collection – about 15 vehicles

The main users of the cricket field will be children and they are likely to be travelling to and from the site with cumbersome cricket equipment. Therefore, the profile of the users of the cricket field will reduce the likelihood of travel by foot or cycle and increases the likelihood that users will travel to the site by private car. Furthermore all of the users of the cricket field will be known to the applicant and can be advised that the proposed Kingsey Road access is only for vehicular traffic. The applicant will still need to implement the proposed footpath to the south of the site and any pedestrians or cyclists can be advised that they would need to use this access.

6.8 The concerns of the Highway Authority and Town Council have been considered carefully but for the reasons outlined above, having regard to the nature of the use of the cricket field Officers do not consider that the risk to highway safety would be severe as a result of the use of the proposed access.

6.9 As well as providing a more direct access to the cricket facility, the use of the existing Kingsey Road access would also reduce the visual impact of creating a new formalised access and substantial access drive across agricultural land to the south of the site.

7.0 **CONCLUSION**

7.1 The proposed access to the cricket field would provide a more direct and less visually intrusive access than that already approved. The vast majority of visitors to the site are likely to travel by motorised vehicle and the retention of a separate footpath would provide suitable and safe pedestrian access. Subject to conditions, the proposal would not have a significant or severe impact on highway safety.

8.0 **RECOMMENDATION**

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

1. **Commencement of development within three years of this permission.**
2. **Development to be in accordance with the approved plans.**
3. **No use of vehicular access approved under planning permission P17/S2445/FUL if the access hereby approved is in operation.**

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