

## Planning Committee

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**Meeting Date:** 14 January 2025  
**Contact Officer:** Graeme Markland, Neighbourhood Plan Continuity Officer

### Unit 5, Goodson Industrial Mews, Wellington Street

#### [P24/S3235/FUL](#)

Conversion of the existing vacant offices and workshop into four town houses, to include a two storey extension.

#### Reason for report:

- The application is a FUL, Outline or Reserved Matters application
- The officer recommendation is to object due to non-conformance with TNP/TNP2 policies, Local Plan, or national standards

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### 1. Officer Recommendation:

#### OBJECTS:

- The proposal would lead to the loss of on-street car parking, contrary to TNP2 Policy CPQ7
- There would be a loss of established trees from the frontage, contrary to TNP2 Policy NEB1
- The applicant has failed to propose an adequate solution for secure bicycle parking, contrary to 2035 Local Plan Policy DES1 and existing TNP Policy ESDQ27

#### Call-In

If the recommendation is to object, or likely to be contrary to SODC's recommendation, the Town Council must agree whether to request that SODC Councillors call the application into SODC's committee. Thame's District Councillors are not bound to this request.

### 2. Key Issues:

- Impact on Neighbouring Amenity

The use and function of Goodson Industrial Mews has largely turned over to residential use. The proposed altered form, appearance and use of the building is unlikely to impact on the local amenity.

The proposal appears to involve the removal of 3 mature / semi-mature ornamental trees from the frontage. Their loss will have a negative impact on the local street scene and would be contrary to Policy NEB1 of the revised Thame Neighbourhood Plan (TNP2) which, having been approved for Referendum, has Significant weight.

- Parking and Access

Access to the proposed dwellings will be made off Wellington Street and from the service road serving Goodson Industrial Mews. The Application states it is proposed to retain 12 parking spaces for the 4 dwellings. While only 10 are visible on the plans this remains in excess of the adopted parking standards. Six parking bays would be lost from the north-west boundary of the site to help provide a pavement serving the rear of the properties and amenity space for unit "64b". The provision of four parking spaces (one potentially sub-standard with regards to length) at the fronts of the properties would lead to the loss of on-street parking opportunities. This would be contrary to Policy CPQ7 3. of TNP2. The front parking bays themselves would, however, be compliant with Policy CPQ7 2.c) of TNP2 in introducing soft landscaping between and at the end of bays.

No secure bicycle parking is shown for any of the properties, contrary to both Local and Thame Neighbourhood Plan policies.

- Impact on the Character and Appearance of the Area

The partial demolition and new build extension will result in a built form in keeping with the area.

- Design

The use of larch timber cladding for two of the properties is deemed suitable given the past use on the upper storey of Number 5 and the site's former use as a woodyard. The District's Design Guide asks the decision maker to consider the longevity of materials and how they weather. Members may wish to consider if the use of paint over large areas of sound brickwork would be appropriate.

The choice of materials for windows, doors and boundary fences are considered robust and would work well in the street scene.

- Quality of living environment for future occupiers

Three of the dwellings are proposed as 3-bed homes with the remainder having 4. The District's Design Guidance requires that properties with 3 or more bedrooms require a minimum of 100 sq.m. of quality, private amenity space. The Thame Design Codes require a minimum of 50 sq.m. and 10m depth. The two central dwellings would have 34 / 35 sq. m. respectively, the remaining 3-bed 60 and the 4-bed unit, 74 sq.m, and only one would meet the depth criteria. These are, therefore, considered to be below standard, but properties in the immediate area also have private amenity space a fraction of the minimum area requirement. The rear areas would not host bin stores, which are proposed at the front of the properties and there is amenity green space under 350 metres walking distance.

Given that the gardens are below standard in terms of area, however, it is important that adequate provision for secure bicycle storage is demonstrated.

- Impact on the Character and Appearance of the Conservation Area

The proposal is within the setting of the Thame Conservation Area. It is not considered there would be any negative impact on it.

- Impact on the Special Architectural and Historic Interest of the Listed Building

The proposal would not harm the setting of 46 Wellington Street, a Grade II Listed Building or its associated Important walls.

### 3. Planning History:

Application Number	Description	TTC Decision	SODC Decision
<a href="#">P19/S0204/N1A</a>	Change of use of an office use (Class B1(a)) to residential (Class C3) (10 x 1 bed flats).	Noted – Comment: Disappointment at loss of employment	PD Granted 28/03/2019
<a href="#">P19/S2720/FUL</a>	Redevelopment of an office building (Class B1(a)) to provide eight 2-bed apartments (Class C3) with associated access and landscaping works and the provision of access and landscaping improvements to office/industrial units. (as amended by additional supporting information regarding highway issues received 14 October 2019, and by amended plans received 29 November 2019 removing timber panelling from ground floor windows on the south elevation, proposing obscure glazing in two first floor windows on the east elevation, providing car parking spaces to standard, and providing internal elevations of lightwell / courtyard in centre of building).	Objects - Loss of employment; poor amenity & design	Granted 27/03/2020

### 4. Risk Appraisal

Dependent on the Town Council's recommendation to SODC is it likely that there would be a contrary decision by SODC? If so then a councillor should be nominated at the meeting to represent the views of the Town Council at the planning committee.

### 5. Policies Relevant to the Application

The following policies are of particular relevance when considering this application.

#### Thame Neighbourhood Plan

- H5 Integrate windfall sites
- H6 Design new development to be of high quality
- WS12 Retain existing employment land in employment use
- GA6 New development to provide parking on site for occupants and visitors
- ESDQ11 Incorporate Sustainable Urban Drainage into new development
- ESDQ12 Applications for new development to provide a drainage strategy
- ESDQ13 New dwellings: code for sustainable homes
- ESDQ14 Produce a Green Living Plan
- ESDQ15 Developers must demonstrate in a Design and Access Statement how their proposed development reinforces Thame's character

- ESDQ16 Development must relate well to its site and its surroundings
- ESDQ17 Development must make a positive contribution towards the distinctive character of the town as a whole
- 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
- ESDQ20 Building style must be appropriate to the historic context
- ESDQ27 Design in the 'forgotten' elements from the start of the design process
- ESDQ28 Provide good quality private outdoor space
- ESDQ29 Design car parking so that it fits in with the character of the proposed development
- D1 Provide appropriate new facilities

**SODC Local Plan 2035 Policies**

- DES1 Delivering high quality development
- DES2 Enhancing local character
- DES3 Design and access statements
- DES5 Outdoor amenity space
- DES6 Residential amenity
- DES7 Efficient use of resources
- DES8 Promoting sustainable design
- EMP3 Retention of employment land
- ENV8 Conservation areas
- EP3 Waste collection and recycling
- H3 Housing in the towns of Henley-on-Thames, Thame, and Wallingford
- H9 Affordable housing
- H11 Housing mix
- H12 Self-build and custom housing
- H16 Backland and infill development and redevelopment
- INF1 Infrastructure provision
- STRAT1 The overall strategy
- TH1 The strategy for Thame
- TRANS2 Promoting sustainable transport and accessibility
- TRANS4 Transport assessments, transport statements and travel plans
- TRANS5 Consideration of development proposals