

West Area Planning Committee

13th June 2017

Application Number: 17/00718/FUL

Decision Due by: 29th June 2017

Proposal: Refurbishment to existing BMW dealership including an extension to the workshop and new MOT facilities for bikes and cars. A new construction is proposed North of the site to comprise of new wash bay, tyre store and valeting facilities.

Site Address: North Oxford Garage Limited Wolvercote Roundabout
Woodstock Road Oxford

Ward: Wolvercote Ward

Agent: Lorna Griffiths

Applicant: Mr Le Fevre

The application is before the committee because it is a major planning application

Recommendation: West Area Planning Committee is recommended to grant 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. Materials
4. Surface Water Drainage
5. No external lighting
6. Construction Traffic Management Plan
7. Landscaping
8. Cycle parking for customers
9. Biodiversity

Community Infrastructure Levy (CIL)

A CIL contribution will be required.

Main 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

CP13 - Accessibility

CP19 - Nuisance

CP20 - Lighting

CP21 - Noise

Core Strategy

CS9_ - Energy and natural resources

CS10_ - Waste and recycling

CS11_ - Flooding

CS12_ - Biodiversity

CS17_ - Infrastructure and developer contributions

CS18_ - Urban design, town character, historic environment

CS6_ - Northern Gateway

CS2_ - Previously developed and greenfield land

Northern Gateway Area Action Plan

Other Material Considerations

National Planning Policy Framework

Relevant Site History

03/00003/FUL - Single storey building to provide car wash facility for vehicles being serviced and for sale. (Amendment to planning permission 02/01102/NF) (North Oxford Garage) - PER

11/02720/ADV - Erection of 4 externally illuminated flag sign. (Amended description) – PER

16/01290/FUL - Refurbishment to existing BMW dealership including the construction of a new Motorrad entrance on the East elevation, a new construction to the North of the site to comprise of new wash bay and valeting facilities. The internal layout is to be rearranged to suit new BMW and Motorrad corporate standards with the associated external works to the site to suit the internal layout changes. - PER

Statutory and Internal Consultees

Land Quality Officer

No objections, subject to an informative dealing with unexpected contamination.

Highways

No objections subject to a Construction Traffic Management Plan (CTMP) being

submitted prior to the commencement of work.

Tree Officer

No objections, would welcome soft landscaping measures as part of the proposed development.

Representations Received

None

Site Description

1. The application site encompasses the existing North Oxford BMW garage that occupies a plot between the Woodstock Road (A44) and the Northern Bypass Road (A40). The site is immediately north-west of the BP petrol filling station at the Wolvercote Roundabout. To the south of the site, beyond the A40 is the Oxford Hotel, to the north east there are residential properties on Woodstock Road and to the north-west is a telephone receiver station (with fields beyond).
2. There is a large existing building on the site including a large part two storey and part single storey flat roofed building that contains the offices, storage and showroom. The current north-eastern part of the site contains the motorrad section (used to display motorbikes). The main entrance to the building is on the south-western side (facing towards the Wolvercote Roundabout).
3. The building on the site is partially glazed, providing views into the showroom and partially clad in metal; incorporating corporate colours and signage associated with BMW.
4. There are extensive areas of surface car parking and an access road around the site. There are currently 190 car parking spaces on site (as well as two disabled spaces and 37 motorcycle spaces).

Proposed Development

5. It is proposed to construct a new entrance area for the building on the east elevation, which would serve the Motorrad section. The construction of the Motorrad entrance has been removed from the application. New double doors are proposed within an existing glazed window to allow a direct access to reception. A new wash bay and valeting area proposed in the northern part of the site. Extensive internal alterations are proposed and reconfiguration to provide the main entrance on the south-western side of the building. There are also proposals to reconfigure the car park which would result in a net loss in car parking spaces.
6. The proposed extensions and alterations would be constructed from materials to match the existing building on the site; with sections of composite cladding, aluminium and glazing. The valet and washbay buildings would be between 5

and 4.5 metres in height and would be construction from composite panels finished in silver with shallow monopitched roofs.

7. Indicative plans have been provided to show areas of landscaping.
8. The previous planning permission (16/01290/FUL) was approved at West Area Committee in August 2016. This permission remains extant; this application seeks the following main changes from the approved scheme:
 - (a). A variation to the bodyshop and valet bays . The valet building is now proposed where the wash building was approved, with an additional tyre store. The wash building is now located where the valet bay was approved (this is at the northern end of the site).
 - (b). the proposed valet bay building was shown with 3no wash bays.
 - (c). Variation from 2400mm palisade fence to 2400mm rendered wall, colour: RAL 9016 (white) in the western part of the site (separating customer from compound parking).
 - (d). The addition of an extension to the workshop to include 7 new electrically operated sectional overhead vehicle doors with vision panels and 1 no personnel door to match existing. Cladding and finishes to match existing.
 - (e). The addition of a 4000mm rendered white feature wall with highlight platform for displaying 1 no vehicle in the far western corner of the site (adjacent to the A40).
 - (f). The addition of a 2400mm white rendered wall to used display car park in the northern part of the site.
 - (g). The omission of the proposed lobby to the Motorrad entrance.
 - (h). The addition of white rendered walls to handover bays with three existing vehicles in glazed sections on the south-west elevation.
 - (i). The installation of a sliding black electric gate has been proposed with a revised height of 2.4m; this would be electrically operated.
 - (j). The addition of new glazed entrance doors to the existing Motorrad entrance.
 - (k). The addition of a new personnel door to match existing on the west elevation.
 - (l). Some slight alterations to the external finish of aspects of the previously approved scheme.
9. Officers consider that the principle determining issues of the application are:

- Design
- Impact on Amenity
- Access
- Flooding/drainage

Officer Assessment

Principle

10. In light of the extant planning permission 16/01290/FUL, Officers recommend that the principle of development has already been established and this scheme should be considered chiefly in terms of the alterations from the previously approved scheme. The overall changes are relatively minor and relate specifically to design changes that have been sought to meet the applicant's needs.

Design

11. The proposed development would be sited close to the existing built up part of the site and would be largely contained by existing developments so that it would not give rise to a significant impact on the streetscene. The proposed development would emulate the existing style and type of buildings on site and is also both typical of buildings in the immediate vicinity (such as the adjacent fuel station) and of buildings typically used as a car showroom. The colour theme and use of glazing are corporate requirements for this type of building and the proposed extension would be a proportional and sympathetic addition to the existing development on site.
12. The application site occupies a prominent site on a key entrance into the City; the existing buildings on the site (and extensive areas of parked vehicles) give the site a fairly harsh and urban appearance. Officers have sought indicative plans for landscaping on the site and it is recommended that a detailed landscaping scheme be sought by condition if planning approval is granted. The planting would soften the appearance of the buildings and car parking areas and create a more pleasant quality to the site.
13. There are no proposals for external illumination on the site; given that this is a site close to the edge of the City and occupying a prominent location it is recommended that a condition be included to control the location of any external lighting that is proposed.
14. The changes to the proposed development would not significantly alter the overall appearance of the site and the development is considered to be acceptable in design terms.

Impact on Amenity

15. The application site lies approximately 40m from the nearest dwellinghouse. None of the proposed developments on the site would have an impact on the amenity of that property or any other nearby dwelling. The overall level of

activity on the site is unlikely to materially increase as a result of the proposed development. There would be no impact on light conditions or privacy for any nearby dwellings. The proposed changes to the scheme would not materially impact on neighbouring amenity.

Access and Parking

16. There are no proposals to alter the existing access arrangements on the site. The site currently has an access onto the A40 (where a right turning lane provides access for west-bound traffic) and an access onto the A44 (left turn only and only accessible for northbound traffic). There is an internal access through the site with the majority of car parking being at the southern edge of the site and in front of the existing entrance (south east of the building). Car parking and motorcycle parking is currently also provided at the north-eastern edge of the site. The proposals would provide a modified car parking layout with a reduction from 190 car parking spaces to 161, 2 car parking spaces would be retained for disabled drivers and there would be an increase in motorcycle spaces (with provision for 22 motorcycle spaces for customers) There are no highway objections, but a condition has been included in the recommendation that would require the submission of a Construction Traffic Management Plan prior to commencement.
17. A further condition was added by the committee in August last year to the extant planning permission that sought customer cycle parking. Officers have included a condition to the recommendation for this application seeking cycle parking in order that the development complies with the requirements of Policy TR4 of the Oxford Local Plan 2001-2016.

Flooding and Surface Water Drainage

18. The application site does not lie in an area of high flood risk. The majority of surfacing on the site is impermeable tarmac parking areas and buildings. The proposals would not likely give rise to any increased surface water runoff as a result. However, a condition has been included in the recommendation to require the submission of a detailed drainage scheme prior to commencement to ensure that the development complies with the requirements of SUDs and the Council's adopted planning policy, CS11 of the Core Strategy (2011). Officers regard that it is particularly important to ensure that no surface water should enter the highway given the close proximity of the application site to key strategic radial routes into the City.

Biodiversity

19. The application site is currently built up and has areas of lighting and busy roads around it. It is not therefore likely that this is an area where bats are likely to be present; as a result the development would not be considered likely to give rise to an adverse impact on protected species. Despite being in a fairly built up location a condition is recommended that would require the submission of biodiversity enhancement measures. Officers recommend that the development complies with Policy CS12 of the Core Strategy (2011).

Conclusion:

20. On the basis of the above, Officers recommend that the West Area Planning Committee grant planning permission for the proposed development subject to the conditions as set out in the report.

Human Rights Act 1998

Officers have considered the Human Rights Act 1998 in reaching a recommendation to grant planning permission, subject to conditions. Officers have considered the potential interference with the rights of the owners/occupiers of surrounding properties under Article 8 and/or Article 1 of the First Protocol of the Act and consider that it is proportionate.

Officers have also considered the interference with the human rights of the applicant under Article 8 and/or Article 1 of the First Protocol caused by imposing conditions. Officers consider that the conditions are necessary to protect the rights and freedoms of others and to control the use of property in accordance with the general interest. The interference is therefore justifiable and proportionate.

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

Background Papers:

16/01290/FUL

17/00718/FUL

Contact Officer: Robert Fowler

Extension: 2104

Date: 17th May 2017

