

East Area Planning Committee

14th August 2012

Application Number: 12/01434/CT3

Decision Due by: 3rd August 2012

Proposal: Temporary change of use of existing car park to 76 space public car park (including 4 disabled spaces). Provision of motor cycle parking, pay machines, lighting column and footway.

Site Address: Former Government Buildings, Marston Road, **Appendix 1.**

Ward: Headington Hill And Northway Ward

Agent: Kemp And Kemp

Applicant: Oxford City Council

Recommendation: Committee is recommended to support the proposals in principle but defer the planning application to officers to approve under delegated powers in the event that conservation area consent and planning permission is granted relating to a development of student accommodation and remodelled public car park at St. Clement's Car Park. In the event that the St. Clement's proposals are unsuccessful, then the current application would be withdrawn.

Reasons for Approval.

1. The planning application seeks to establish the principle of temporary public car parking on the site in the event that planning permission is granted and implemented for student accommodation and remodelled car park at St. Clement's. Details relating to CCTV, lighting, signage etc can all be secured by condition in the event that the proposal is supported in principle. The proposal utilises an existing hard surfaced area previously used as a car park serving offices and is supportable in terms of highway safety and crime prevention. The change of use would be for a temporary period only and would not impact unacceptably upon biodiversity.
2. Officers have considered carefully all the concerns raised by statutory and other parties to the planning application and have come to the view for the detailed reasons set out in this report that they do not amount individually or collectively to reasons justifying the withholding of planning permission.
3. 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 Temporary permission
- 2 Develop in accordance with approved plans
- 3 Details of lighting equipment
- 4 Details of CCTV
- 5 Details of staff patrols
- 6 Details of signage
- 7 Landscape underground services - tree roots
- 8 Tree protection plan

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
- CP9 - Creating Successful New Places
- CP10 - Siting Development to Meet Functional Needs
- CP11 - Landscape Design
- CP13 - Accessibility
- CP20 – Lighting
- TR3 - Car Parking Standards
- HE2 - Archaeology
- NE15 - Loss of Trees and Hedgerows
- NE20 - Wildlife Corridors
- NE21 - Species Protection
- DS31 - Gov Buildings, Marston Road - Ox Brookes Use

Oxford Core Strategy 2026

- CS12 - Biodiversity
- CS19 - Community safety

Sites and Housing Plan - Submission

- SP19 - Government Buildings site, Marston Road

Other Material Considerations:

1. National Planning Policy Framework
2. Parking Standards, Transport Assessments and Travel Plans Supplementary Planning Document (SPD)

Public Consultation.

Statutory and Other Bodies:

- Thames Valley Police: Car park layout clear and easy to understand; limited

- opportunity for natural surveillance; CCTV and daily security checks by City Council staff recommended; consideration to “no cash” ticket machine.
- Environment Agency: Low environmental risk; unable to make individual response to application.
 - Natural England: Close to New Marston Site of special Scientific Interest (SSSI); no objection to proposals; may be protected species present – suggest species survey; opportunities for bird and bat boxes.
 - Thames Water: No objection.
 - English Heritage: No comments.
 - Highway Authority: No objections of principle; no surface water runoff to impact public highway; SUDS compliant drainage required; details of free bus service required; not clear how site relates to existing use in part for storage of materials by Kingerlees; vision splays required; suggest relocation of payment machines; details of lighting scheme; parking bays to be marked out; signing strategy required; tactile paving at site entrance.

Officers Assessment:

Background to Case.

1. The planning application relates to a site of approximately 0.39 ha (1.0 acre) located to the east side on Marston Road, immediately south of Brookes' new halls of residence. To the east and north - east is Clive Booth Hall, also student accommodation for the university, and to the west beyond Marston Road is Magdalen College sportsground. To the south - west is the new development for the Oxford Centre for Islamic Studies nearing completion.

Appendix 1 refers.

2. The site is hard surfaced as it formerly formed part of the car park serving the Government Buildings which occupied the site for many years. Currently part of the site and small parcels of land either side of the access from Marston Road are occupied by site offices, car parking and storage of materials in connection with the construction work still under way at the Centre for Islamic Studies.
3. The site and that now occupied by Brookes' new student accommodation to the north is allocated in the adopted Local Plan under policy DS.31 for purpose - built student accommodation for Brookes, plus teaching / administrative accommodation. This allocation is carried through to the emerging Sites and Housing Plan due to come to examination in September where the same allocation applies, though without being specific to Brookes.
4. In these proposals the intention is to utilise the application site as a temporary car park whilst construction of a proposed development of student accommodation takes place at St. Clements Car park approximately 750m to the south. The planning application for that proposal comes before West Area Planning Committee on 15th August 2012, and the temporary car park would only be required in the event that planning permission is granted.
5. As this application site is allocated for student and teaching accommodation,

then planning permission would not be granted for a permanent public car park at this location, and indeed the local planning authority's policies of parking and traffic restraint would also preclude such use. However no objection of principle is made to a temporary use if it is required for the specific purpose proposed.

6. Officers consider that the principal determining issues in this case to be:
- operation of the car park
 - crime and community safety;
 - highways and access;
 - tree removals; and
 - biodiversity.

Operation of the Car Park.

7. The car park would provide 76 car parking spaces including 4 for disabled use, plus 5 motorcycle spaces on the existing hard surface. Payment equipment would be located centrally and near the entrance with the same tariff as the existing St. Clement's car park. Between 8.00 am to 8.00 pm daily the tariff is:
- 0 – 1 hour: £1.20
 - 1 – 2 hours: £2.00
 - 2 – 3 hours: £3.00
 - 3 – 4 hours: £6.50
 - 4 – 6 hours: £9.50
 - 6 – 8 hours: £14.00
 - 8 hours +: £17.50.
8. At all other times the charge would be a flat rate of £1.00, again as existing at St. Clements.
9. For the duration of the construction works at St. Clements a free bus service is proposed between that site and the temporary car park, making use of existing services and the existing bus stops located adjacent the application site in both a northerly and southerly direction. Existing services along Marston Road at this point run every 10 minutes between 9.30 am and 7.00 pm, and every 15 minute from 7.00 pm to midnight and all day Sunday. On foot the car park is approximately 10 minutes walk from St. Clement's. The car park would remain open throughout the night.
10. On completion of the student accommodation at St. Clement's if permitted, the 80 space car park proposed there would reopen and this temporary facility close. It is anticipated that the construction period would be in the range of 10 to 12 months.

Crime and Community Safety.

11. Although Thames Valley Police is not seeking to oppose the planning application, as the site is not directly overlooked other than obliquely from part

of Clive Booth Hall to the north - east, and would be open throughout the night, then its Crime Prevention Officer recommends lighting and CCTV equipment be erected for the duration of the permission, and that regular checks are made of the car park by City Council staff in a similar manner as at Park and Ride sites. These requirements can be secured by condition. Thames Valley Police also suggest the use of "no cash" payment equipment at the car park if possible. Lighting would be provided by 4 x 6m lighting columns within the car park, and one further one along the access into it.

12. As scheduled bus services would be utilised, then passengers would use existing bus stops either side of Marston Road at this point. Marston Road as a principal radial route into the city centre is a busy and well lit thoroughfare.

Highways and Access.

13. Access to the site is gained from Marston Road as existing. Although the Highway Authority has made a number of detailed comments, as the proposal is for a temporary period only and the site was previously a car park, then only relatively minor changes to the access arrangements and car park itself are required or justified, commensurate with public safety.
14. A new tarmac surfaced pedestrian footway is proposed along the southern side of the access route into the car park with one of two ticket machines opposite on the north side. Some scrub and vegetation would need to be cut back accordingly to improve visibility. The actual access from the highway is not altered other than potholes repaired and vision splays along the Marston Road provided. A dropped kerb with tactile paving is proposed on either side of the highway to serve the southbound bus stop located approximately 30m south of the point of access.
15. Within the car park itself, materials currently stored along the eastern side for the construction work at the Centre for Islamic Studies would be relocated to the parcels of land either side of the access route where contractor's car parking and site offices are located. Security fencing, hoardings and gates would be erected and set back to provide visibility with dropped kerbs provided to the contractors' car park. Two ticket machines would be provided, one within the main part of the car park, and the other at the point at which the entrance route opens out into the car park itself. The equipment would be protected by raised kerbs. The 76 car parking bays would be remarked on the existing tarmac surface before being brought into use.
16. Signage to the car park would be provided as part of the off site works to be agreed with the Highway Authority.

Tree Removals.

17. A survey of trees in and around the application site accompanies the planning application. One tree only is required to be moved, a purple leafed plum tree which stands on the northern side of the access road. The tree is of poor quality and its removal can be supported as it does not make any significant

contribution to visual amenities. All other trees are retained and should not be affected by the development providing the minor works required are undertaken with care where they approach the root protection zone (RPZ) of retained trees. Appropriate conditions are suggested accordingly.

Biodiversity.

18. Although the application site consists of a tarmac surfaced former car park with little or no wildlife interest, it sits at the foot of the wooded Headington Hill and close to areas of land important for their nature conservation interest or as wildlife corridors - Headington Hill Park, Angel and Greyhound Meadow and Long Meadow. Further afield the New Marston Site of Special Scientific Interest (SSSI) exists along the Cherwell Valley to the west. As such the application site lies along potential flyways for bats which could be affected by the lighting proposed for the car park.
19. The lamp columns are proposed to be 6m tall with the lamps themselves of the high pressure sodium variety. They are capable of being fitted with baffles or screens to avoid undue light spillage beyond the site which could interfere with bat flyways. Once erected more precise on - site measurements can be taken and adjustments to the lighting made before the car park is brought into use to ensure that there is no unacceptable interference with bat movements. A condition is suggested requiring submission of details.

Conclusion:

20. The application relates to the use of a parcel of land currently only used in part for storage purposes in connection with building operations. Its use for a temporary period as a public car park would enable development proposals in the St. Clement's area for student accommodation and remodelled car public car park to proceed if in turn they are granted planning permission. Any concerns raised in connection with the application can be addressed by the imposition of conditions requiring appropriate details to be submitted and approved.
21. Committee is recommended to support the planning application accordingly.

Human Rights Act 1998

Officers have considered the Human Rights Act 1998 in reaching a recommendation support the planning application in principle, 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 support the planning application in principle, officers consider that the proposal will not undermine crime prevention or the promotion of community safety.

Background Papers: 12/01434/CT3, 12/01369/FUL, 12/01270/CAC.

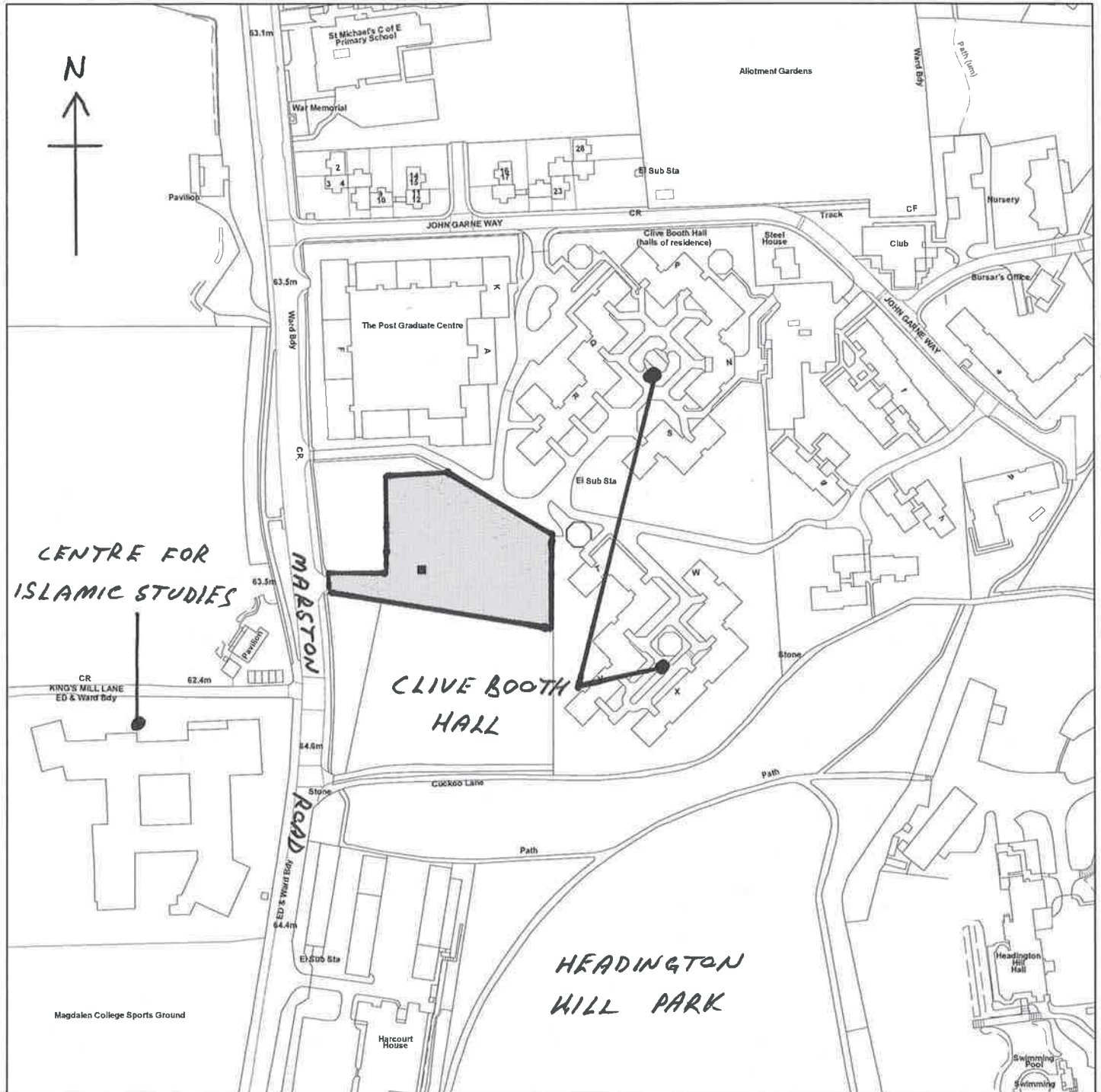
Contact Officer: Murray Hancock

Extension: 2153

Date: 6th August 2012



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Scale : 1:2500



Organisation	Oxford City Council
Department	Planning
Comments	
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