

East Area Planning Committee:

3rd September 2014

Application Number: 14/02007/CT3

Decision Due by: 10th September 2014

Proposal: Provision of 20No. residents' parking spaces on existing grass verges.

Site Address: Land Fronting 9 To 40 Crowberry Road , Site Plan
Appendix 1

Ward: Blackbird Leys Ward

Agent: Oxford City Council

Applicant: Oxford City Council

Recommendation: East Area Planning Committee is recommended to approve the application for the reasons set out below and subject to conditions, including those listed below.

Reasons:

- 1 The proposal responds to the growing need to increase resident car parking spaces in the area and to prevent indiscriminate parking on grassed areas. Important trees will be retained and planting will be incorporated into the scheme. Officers were mindful of comments raised through consultation and conclude that the proposal is acceptable in design terms and would not cause any acceptable levels of harm to residential amenity. The proposal accords with the relevant policies of the local development plan.
- 2 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 Tree Protection Plan to be approved
- 4 Ground resurfacing - SUDS compliant
- 5 Landscaping shall be carried out in accordance with the details shown on plan
- 6 Details of verge protection measures to be approved

Main Local Plan Policies:

Oxford Local Plan 2001-2016

CP1 - Development Proposals
CP6 - Efficient Use of Land & Density
CP8 - Design Developmt to Relate to its Context
CP9 - Creating Successful New Places
CP10 - Siting Developmnt to Meet Functionl Needs
CP11 - Landscape Design

Core Strategy

CS18_ - Urb design, town character, historic env

Other Material Considerations:

National Planning Policy Framework
Planning Practice Guidance

Relevant Site History:

None

Representations Received:

None

Statutory and Internal Consultees:

Highways Authority: After an initial objection due the length of the dropped curbs, the HA rescinded its objection. It advised that in general 8 metres in the maximum length asked for when assessing drop kerbs. Large sections of dropped kerbs can be difficult for people with disabilities, and for this reason, this is something that should be avoided where possible. However, due to the manner of the application, extending the dropped kerb past 8 metres is acceptable, on condition that a 2 metre gap is left in between each section.

Oxfordshire County Council Environmental Services – Drainage : No comment.

Issues:

Visual impact and Trees
Residential amenity
Access

Sustainability:

1. All new spaces will be constructed to Sustainable Drainage Standards. The new spaces will make a purposeful and improved use of the existing space and help avoid the existing landscaping being gradually degraded.

Background to proposals

2. Most of the parking provision in the City's heartland social housing estates was constructed as the estates were built in the 1950s, 60s and 70s when it was

less usual for social housing tenants to own cars. In the 1980s, additional parking bays were constructed primarily in Blackbird Leys and some other high density areas as the demand for parking grew.

3. Parking pressure on the estates is continuing to increase, being one of the top three issues raised by residents at Neighbourhood Action Groups (NAG's) and in resident surveys.
4. Car ownership on the estates is now commonplace with many families having more than one car and the increased number of Houses of Multi-occupation (HMO's) also adds to the pressure.
5. Parking hotspot locations, particularly at high and low rise flats and cul-de-sacs, have resulted in residents parking on grass verges and larger grassed areas causing damage to the surface. Oxford City Council initially adopted a "defensive" approach by installing bollards and trip rails to preserve the look of the estate grassed areas. However, more recently, the City Council has accepted the need for more "on grass" parking by installing Grass Grid systems at various locations. These "grass grids" have had some success but are not a truly permanent solution. There is strong interest in more permanent solutions at Parish Council level as well as from the residents of the estates.
6. The proposed scheme would provide formal parking areas on existing grassed areas. Providing a formal parking area with level access should discourage indiscriminate parking on grassed areas which causes damage to the surface, as well as improving highway safety by formalising accesses. This is a continuation of car parking schemes recently approved in five locations across the City (Blackbird Leys Road, Normandy Crescent, Chillingworth Crescent and Redmoor Close).
7. The new spaces would be unallocated.

Officers Assessment:

Site description

8. Crowberry Road is located off Pegasus Road in Blackbird Leys. The road is characterised by housing and flats set back from the road frontage by a large grassed verge with some trees.

Proposal

9. It is proposed to provide 20 no. off road parking spaces for residents' vehicles together with landscape enhancement and verge protection measures to discourage informal parking on green spaces. The plans have been designed so that an existing tree can be retained. Additional tree planting is proposed.
10. There will be a total of 20 no. off road car parking spaces, 16 on the east

side of the road and 4 on the west side.

Visual impact and trees

11. This site has one tree that is important to the visual amenity of the area on the eastern side of the road. It is proposed to be retained and the spaces have been sited so as not to interfere with the root protection zones of the tree. The Tree Officer has raised no objection. The parking here is broken up into four areas to avoid one large area of parking and long dropped curb. The proposal maintains the grassed area to the front of the houses and proposes more tree and shrub planting to soften the impact and prevent glare from headlights. Bollards will also be used where appropriate to stop other indiscriminate parking here.
12. In the western section the spaces are parallel to the road, which is similar to existing layby parking on this side of the road. The scheme will retain some grassed space in front of the houses.
13. It is considered that the new parking would not harm the existing tree or visual amenity of the area. It would reduce clutter and visual intrusion caused by indiscriminate parking by formalising it within a landscaped setting thereby enhancing the existing street scene. The proposal accords with Policies CP1, CP6, CP 8, CP9, CP10 of the Oxford Local Plan and CS18 of the Core Strategy.

Residential amenity

14. The cars to the eastern side would park facing the windows of the housing on that side of the road. There would therefore be potential for glare from headlights into these windows. However, this could satisfactorily be reduced or eliminated by shrub planting. No objections have been received from residents. Officers consider the proposal would not significantly harm residential amenities in this case. It therefore accords with Policy CP10 of the Oxford Local Plan.

Access

15. If required in the future, one or two spaces could be converted to wider disabled parking bays.

Conclusion: Approve the application.

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 approve, Officers consider that the proposal will not undermine crime prevention or the promotion of community safety.

Background Papers: 14/02007/CT3

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Date: 18th August 2014

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