

East Area Planning Committee:

2nd March 2016

Application Number: 16/00134/CT3

Decision Due by: 14th March 2016

Proposal: Provision of 15No. additional parking spaces for residents. Alterations to landscaping.

Site Address: Land Fronting 2 To 48 Stockleys Road, Site Plan **Appendix 1**

Ward: Headington Hill And Northway Ward

Agent: **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. New trees will be incorporated into the scheme. No objections have been received and officers 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. There are no material considerations which outweigh this conclusion.
- 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 Development in accordance with approved plans
- 3 Parking in accordance with plans
- 4 Development in accordance to Tree Protection Plan (TPP) 1
- 5 Sustainable Urban Drainage Systems
- 6 Landscaping

Informative:

1 Alterations to Highway (Dropped Kerb)

Main Local Plan 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

Core Strategy

CS18 - Urban design, town character, historic environment

Sites and Housing Plan

HP16 - Residential car parking

Other Material Considerations:

National Planning Policy Framework

Planning Practice Guidance

Relevant Site History:

None

Representations Received:

One representation received from a member of the public in support of the application.

Mr Mark Bhagwandin (31 Holland Place)

- Supports the proposal as it is sensible and badly needed
- Whilst 15 spaces is far from what is needed in the area, it should help ease parking woes of residents who struggle to find spaces

To note, the report for this planning application was written in advance of the consultation period deadline. Any further comments submitted within the consultation period will be reported verbally at committee.

Statutory and Internal Consultees:

Highways

The proposed parking proposal is acceptable to Oxfordshire County Council subject to an appropriate condition regarding parking being developed according to the specified plan. A condition for dropped kerbs should be added too.

Tree Officer

No objection to the proposal subject to a condition being attached that states a tree protection plan should be submitted to, and approved in writing by the local planning authority before work commences on site. With this condition the application is acceptable in aboricultural terms.

Issues:

Visual impact and trees

Highways

Residential amenity

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 locations across the City (Blackbird Leys Road, Normandy Crescent, Chillingworth Crescent, Redmoor Close and four schemes at various points along Pegasus Road).

7. The new spaces would be unallocated and marked.

Officers Assessment:

Site Location and Description:

8. Stockleys Road is a cul-de-sac located off Maltfield Road in the Northway area of Oxford. The street is characterised by housing set back from the road with the north-west of the street having two blocks of three storey maisonettes and the south-east of the street containing two storey, semi-detached and terraced housing. To the front of the two blocks of maisonettes are large areas of soft landscaping with trees.

Proposal

9. It is proposed to provide 15 no. off road parking spaces for residents' vehicles, all of which are located on the north-west side of Stockleys Road, together with landscape enhancement to ensure that headlight glare does not impact on the amenity of occupiers. One disabled space is proposed to be provided and reserved to compensate for the disabled space that will be lost due to the new spaces. Moreover, one tree is proposed to be removed.

Visual impact and trees

10. This site has a number of trees that are important to the visual amenity of the area on the north-west side of Stockleys Road. It is proposed to remove one tree in order to facilitate the construction of two parking spaces at the front of 36-48 Stockleys Road. A condition has been attached to ensure that this tree is re-planted with a landscape plan submitted to the local planning authority prior to commencement of works on site denoting the positioning of the tree. The Tree Officer has raised no objection to the application.
11. The proposal maintains the vast majority of the grassed areas to the front of the blocks and proposes shrub planting to soften the impact and prevent glare from headlights.
12. The eleven bays located to the front of 26-48 Stockleys Road are broken up into chunks of five, four and two. The four spaces to the front of 2-24 Stockleys Road
13. With the groups of bays broken into chunks and two sections this prevents the area feeling too car dominated and a useable and ample proportion of the green space is retained in the proposal for residents.
14. It is considered that the new parking and the loss of one tree would not harm the visual amenity of the area. The proposal would reduce parking pressures in the area by formalising it within a landscaped setting thereby enhancing the existing street scene.

15. The proposal accords with Policies CP1, CP6, CP 8, CP9, CP10 and NE15 of the Oxford Local Plan, policy CS18 of the Core Strategy and policy HP16 of the Sites and Housing Plan.

Highways

16. Highways have been consulted on the proposal and have raised no objections state that they are acceptable and will not cause highway safety concerns. A request for a condition regarding dropped kerbs has been added as an informative due to the imposition of this as a condition not meeting the six tests for conditions set out in the National Planning Practice Guidance, due to assessment being carried under the Highways Act 1980 and not relevant planning legislation.

Residential amenity

17. Cars parked within the proposed spaces would face towards. There would therefore be potential for glare from headlights into these windows. However, this will satisfactorily be reduced or eliminated by the proposed shrub planting. The proposed bays will be overlooked by the surrounding properties which will create natural surveillance. No objections have been received from residents. Officers consider the proposal would not significantly harm residential amenities in this case. The proposal therefore accords with Policy CP10 of the Oxford Local Plan.

Conclusion:

18. The proposal is considered to be acceptable in terms of the relevant policies of the Oxford Core Strategy 2026, Oxford Local Plan 2001-2016, and Sites and Housing Plan 2026 and therefore officer's recommendation to the Members of the East Area Planning Committee is to approve the development.

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: 16/00134/CT3

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Date: 18th February 2016