

**East Area Planning Committee:**

**7<sup>th</sup> December**

**Application Number:** 16/02856/CT3

**Decision Due by:** 4th January 2017

**Proposal:** Formation of 29 additional car parking spaces with associated landscaping.

**Site Address:** Land Fronting 48 To 62 Field Avenue Oxford Oxfordshire

**Ward:** Blackbird Leys Ward

**Agent:** Mr Andy Harding

**Applicant:** Oxford City Council

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## **Recommendation:**

East Area Planning Committee is recommended to resolved to grant planning permission and to delegate authority to the Head of Planning and Regulatory Services to issue the permission after the public consultation expiry date of 14th December subject to no new material issues arising before the end of that consultation.

For the following 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. No objections have been received and officers conclude that the proposal is acceptable in design terms and would not cause any unacceptable 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.

And subject to the following conditions, which have been imposed for the reasons stated:-

- 1 Development begun within time limit

- 2 Develop in accordance with approved plans
- 3 Drainage
- 4 Landscape plan required

### **Main Local Plan Policies:**

#### **Oxford Local Plan 2001-2016**

**CP1** - Development Proposals  
**CP6** - Efficient Use of Land & Density  
**CP10** - Siting Development to Meet Functional Needs  
**CP9** - Creating Successful New Places  
**CP11** - Landscape Design  
**CP13** - Accessibility  
**TR3** - Car Parking Standards  
**TR13** - Controlled Parking Zones

### **Core Strategy**

**CS18** - Urban design, town character, historic environment  
**CS21** - Green spaces, leisure and sport

### **Other Material Considerations:**

National Planning Policy Framework

Planning Practice Guidance

### **Relevant Site History:**

None.

### **Representations Received:**

No representations have been made at the time of the writing of this report. The deadline for consultation for this application is the 14<sup>th</sup> of December. Any comments received before the committee will be reported verbally at the meeting.

### **Statutory and Internal Consultees:**

No comments received. Deadline for consultation responses is the 14<sup>th</sup> of December.

### **Issues:**

Visual Impact  
Trees

## Highways

### **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 by cars being parked on public verges.

### **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 car ownership levels were lower than today. 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 Multiple-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 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 a formal parking area on an existing grassed area. 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 highways safety by formalizing 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).

## **Site Location and Description**

7. The application site is a grassed area which sits between Rampion Close, Pimpernel Close and Field Avenue in Blackbird Leys. The local area is characterised by terraced rows of dwelling houses.

## **Proposal**

8. The application proposes 29 no. off road parking spaces for resident's vehicles on the green on the north side of Chatham Road, one of which is a disabled space. The proposed works would also consist of associated landscaping including the planting of seven trees.
9. The proposed new spaces would be unallocated.

## **Visual Impact**

10. The proposed parking would result in a reduction in the size of the planted grassed area. However it is considered that the introduction of the proposed new trees would be significantly beneficial to the character of the area so as to outweigh the harm caused by the loss of the grass.
11. It is also recognised that the proposed parking would likely lead to a reduction in informal parking on grass verges which degrades the quality of the verges and is detrimental to the character of the area. For this reason the proposals can be seen to be beneficial to the character of the area.
12. The proposal will have an acceptable visual impact on the area and accords with Policies CP1, CP6, CP8, 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**

13. The proposals are considered acceptable and will not result in a detrimental impact to highways safety.
14. Due to the spaces being provided within the public highway they cannot be allocated to specific properties.

## **Residential Amenity**

15. The proposed parking spaces would be 6m from the closest residential dwelling houses which are the terraced rows to the east of the site on Field Avenue. Some of the proposed parking bays would face these properties and there would therefore be a potential for glare from headlights into these windows. However this will satisfactorily be reduced or eliminated by the

proposed shrub planting.

16. The proposed bays will be overlooked by the surrounding properties which will create natural surveillance. Officers consider the proposal would not significantly harm residential amenities in this instance. The proposal therefore accords with Policies CP1 and CP10 of the Oxford Local Plan.

### **Conclusion:**

17. 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 grant planning permission, officers consider that the proposal will not undermine crime prevention or the promotion of community safety.

### **Background Papers:**

**Contact Officer:** Kieran Amery

**Extension:** 2186

**Date:** 24th November 2016

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