

Application No: 08/02292/CDC Ward: Banbury Ruscote Date Valid: 28.10.2008

Applicant: Cherwell District Council

Site Address: Amenity Area At Sandford Green, Banbury

Proposal: Change of use of open space to car parking

1. Site Description and Proposal

The proposal seeks consent for a change of use of part of the amenity area at Sandford Green, Banbury to parking for the residents. Sandford Green lies within the suburbs of Banbury, it does not lie within a Conservation Area, and there are no listed buildings, TPO trees or public footpaths within the vicinity of the site.

The proposal involves three elements of parking provision which would be positioned on the small grass areas in each corner, and includes the provision of a post and rail fence at each to prevent further encroachment on these amenity areas.

The plans indicate that 19 parking bays will be provided as a result of the proposal; 8 in the southwest area, 4 in the northwest area and 7 in the east area. These will include the provision of 3 disabled parking spaces, 1 in each area.

There is existing parking on the west and south sides of the central amenity area, and approval was granted (08/00187/CDC) on 14 March 2008 for 16 additional spaces parallel to the road on the northeast and southeast side of the central amenity area. If this application is approved, it is the applicant's intention to implement both consents simultaneously.

2. Application Publicity

The application was publicised by way of site notice, press notice and neighbour letter. The final date for comments was 11 December 2008

1 letter has objection has been received.

Material planning considerations:

- Detrimental impact on visual amenity

Non-material comments:

- Adverse affect of property value

3. Consultations

Awaiting comments from Oxfordshire County Council Highways

4. Relevant Planning Policies

Oxfordshire Structure Plan 2016 Saved Policies: G2 and T8

Adopted Cherwell Local Plan 1996 Saved Policy: C28

PPG 13: Transport

5. Appraisal

The proposal stands to be assessed mainly against issues relating to visual amenity and highway safety.

The three areas for proposed parking are currently grassed amenity areas but due to their condition it is clear that local residents use these areas for parking. Large ruts have been created, tyre marks are visible in the grass and there are mud patches where the grass has been worn.

With regard to the impact of the proposal upon visual amenity, the proposed parking areas would comprise a very small percentage of the amenity area. There is evidence that residents frequently use these grassed areas for the parking of vehicles, therefore it is not considered that the parking of a row of vehicles adjacent to the road (once the hardstanding has been laid) would be detrimental to visual amenity and furthermore the extent of the loss of amenity area would be minimal. It is considered that the proposal will be an environmental enhancement.

In terms of highway safety, we are awaiting comments from the Local Highway Authority and members will be provided with an update sheet with their relevant comments. However, the proposal is as a result of parking issues in this area and consequently designated parking areas will resolve this long standing problem for the residents.

Whilst the neighbour has stated that they feel the proposal will have a detrimental effect on the view from their property, it was noted during the site visit that cars currently park on the grass immediately outside this property and therefore it is considered that there will not be a significant detrimental impact as a result of the proposed development.

The proposal would have no serious impact upon neighbouring amenity in terms of loss of light or privacy.

Permeable concrete blocks to cover the parking areas are proposed, which will provide a sustainable drainage solution.

Given the above assessment, it is considered that the proposal would not cause undue harm to neighbouring or visual amenity, nor would it cause harm to highway safety. The proposal complies with the relevant development plan policies.

The application is brought before Members of the Committee due to the fact that Cherwell District Council is the applicant.

6. Recommendation

Approval; subject to conditions and any other deemed necessary by the Local Highway Authority.

1. S.C 1.4A (RC2) [Time]
2. S.C 4.13CC (RC13B) [Parking and Manoeuvring Area Retained]
3. That samples of the concrete block pavers to be used in the construction of the parking areas shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The development shall be carried out in accordance with the samples so approved. (RC4)
4. That three of the nineteen parking spaces shall be disabled parking spaces and be retained for the life of the development. Reason – In the interests of highway

safety and to comply with Government advice contained in PPG13: transport and Policy T8 of the Oxfordshire Structure Plan 2016.

Planning Note(s)

The applicant is advised that they may be required to enter into a Section 38 Agreement with the County Council in relation to the adoption of the parking spaces within the highway.

SUMMARY OF REASONS FOR THE GRANT OF PLANNING PERMISSION AND RELEVANT DEVELOPMENT PLAN POLICIES

The Council, as local planning authority, has determined this application in accordance with the development plan unless material considerations indicated otherwise. The development is considered to be acceptable on its planning merits as the proposal seeks to improve parking provision for the local residents and will not seriously harm the amenity of neighbouring properties or visual amenity of the locality. As such the proposal is in accordance with Policies G2 and T8 of the Oxfordshire Structure Plan 2016 and Policy C28 of the adopted Cherwell Local Plan. For the reasons given above and having proper regard to all other matters raised the Council considered that the application should be approved and planning permission granted subject to appropriate conditions as set out above.

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