

# **WEST OXFORDSHIRE DISTRICT COUNCIL**

## **UPLANDS AREA PLANNING SUB-COMMITTEE**

**Date: 3 February 2014**

### **Report of Additional Representations**



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**WEST OXFORDSHIRE  
DISTRICT COUNCIL**

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## Report of Additional Representations

<b>13/1725/P/FPI29 Main Road Long Hanborough</b>	
Date	27/11/2013 11/12/2013
Officer	Miss Dawn Brodie
Recommendation	<b>Grant, subject to conditions</b>
Parish	HANBOROUGH
Grid Ref:	442616,214296

### Application details

Conversion of outbuilding to car port and storage area. New vehicular access onto Main Road.

### Applicant

Mr Justin Young, 129 Main Road, Long Hanborough, Oxfordshire OX29 8JX

### Additional Representations

#### I Applicant's case

*I am writing with regard to the planning application made and the prepared officers report and would like to address a few points raised by Mrs Brown who's occupancy is 80 yards down a private lane (off the main road) 140 Main Road. (See attached Map).*

*1. Parking is a continued issue within the older part of the village due to the terraced houses in this vicinity. The current off street parking is a lay-by which will only accommodate four cars approximately. One neighbour has this number of vehicles on their own merit.*

*This leaves two options available to the residents; either parking on the highway verges or parking directly on the highway. Given that this is a 30 mph through road to Oxford and the West of the district, people have been using the verges for many years throughout the village where parking is limited to reduce vehicle parking on the highway thus causing an obstruction and safety hazard.*

*2. Mrs Brown has an issue with the parking on verges, which at the moment is unavoidable but by putting these plans in would utilise an already standing building. It would redevelop an unsightly building into a more desirable plot. I have only one vehicle which I would like to park under my building, this would not cause a safety issue. (see OCC Highways Note).*

*I have included photos which show the same vehicle as owned by Mrs Brown at the exit point of her driveway. You can clearly see there is ample vision and field of view, indeed the second photo has been taken from within the vehicle and gives the drivers view. Both the local Police and Highways confirm there is no safety issue for exiting the drive whilst this vehicle is parked on the verge. The new conversion would aid the situation giving further increased fields of vision by placing the vehicle inside the building.*

*3. Mrs Brown has indicated that I have family living near (not directly) to the rear of my property. Whilst this is true the rear access falls outside my ownership boundary. The driveway is owned and used for Mr and Mrs Wedge and their vehicles. Four cars already occupy this court yard, two cars from 125 and two cars from 125B. I do not have legal access to this driveway. I would be grateful if the committee looks at my situation within my legal owned boundaries.*

*4. The planting of a recent sapling directly to the front of my building was a direct request from Mrs Brown through OCC Highways and through consultation and given that highways were not informed that I owned the building, they are happy to remove and relocate the tree within the village. (See letter attached.)*

*My dwelling has been in the family for over 43 years and there has never been any issues until the last 18 months due to Mrs Brown. I have photos dating back over 20 years of a vehicle being parked in front of my outbuilding. Indeed since owning the house I have parked there for over 4 years without issues. The alternative is to disrupt the highway which is something the police have asked us not to do. Mrs Brown has requested the police on several occasions and in line with OCC highways they do not foresee a safety issue and in balance its far safer to park off the high way than cause an obstruction on the road. Where possible we obviously would rather park in the lay-by, but there just isn't the space and looking through our window at 11 pm to see if there is a space to re-park closer to our home is not desirable and unfortunately until you are experiencing the situation you cannot understand the stress and unset it causes.*

*I am trying to be proactive in my resolve of an ongoing situation and utilise a building which could provide parking and would also enhance the site.*

*I trust you will be sympathetic to our situation and look positively at the planning resolve*

## **2 Representations**

### **2.1** The following comments have been received from Kate Brown of 140 Main Road, Long Hanborough:

*There has been a 2 year history of inconsiderate parking on the grass verge at the end of our drive by the applicants, despite my asking if they could park in the lay-by outside their own house (129 Main Road), which is on the other side of the road from the proposed carport. Their parking outside the proposed carport obscured visibility of the highway whenever I exited from my property (140 Main Road). The vehicle in question is a large 4 wheeled drive Land Rover. As a result of my difficulties a tree was planted by OCC in February 2013 (and **not** by myself as stated in the application) The vehicle continued to park after the tree was planted and in order to prevent further parking and damage to the tree, I planted two small shrubs next to the tree. The police have spoken to the applicants concerning their parking, asking them to park elsewhere as they recognised that there was a problem with visibility being obscured when exiting onto the very busy A4095.*

*In August 2013 we received a letter from OCC informing us that they would have to remove the tree as a neighbouring land owner (the applicants) had complained that they were unable to access their property (the rarely used shed), which was not the case, and we replied to OCC stating this. In November 2013 we received another letter from OCC informing us that at the time of planting the tree the Council were unaware that our neighbours would be applying for planning permission for change of use of the shed into a parking and storage facility. We had requested a meeting with OCC and all interested parties which took place on December 16th at the area in question. At this stage we had not seen the plans as they had just been finalised the day of the meeting. We accepted in principle at this meeting the proposal for change of use of the shed as we felt that it would be a solution to the ongoing parking problem. We were given to understand that the conversion would be self contained with a new up and over door to house the vehicle. We were unaware that the vehicle it was proposed to house there could not be accommodated in the shed without a 0.5 metre overhang onto the verge preventing the up and over doors from being closed. We did not receive any formal intimation from WODC in respect of this planning application, nor did our neighbours, who share our opposition to this application. Only after this meeting were we able to view the plans in detail. We then wrote to Ms Brodie outlining our objections which I shall be presenting to you on February 3rd.*

## Report of Additional Representations

<b>13/1717/P/FPBritannick Engineering Co (Oxford) Ltd Market Street Charlbury</b>	
Date	06/12/2013 11/12/2013
Officer	Miss Dawn Brodie
Recommendation	<b>Grant, subject to conditions</b>
Parish	CHARLBURY
Grid Ref:	435678,219582

### Application details

Conversion of offices and erection of new build to form 3 dwellings.

### Applicant

Mr Peter Kuznic C/O Agent

### Additional Representations

#### I Applicants Case

- I.1 Since the preparation of the officer's report the applicant has submitted information regarding the affordable housing provision at the site. The applicant has advised of the costs associated with the development with an average of £1350 per metre square build and conversion costs and a reasonable price for the land. The information has been accompanied by a letter from an estate agent with estimated sales values for the properties to be constructed. With a contribution towards affordable housing of £24,000 the developer would receive a reasonable return of 18%.

In your officers opinion, given the figures and information provided this affordable housing contribution would maintain the viability of the scheme and as such, is considered acceptable.

## Report of Additional Representations

<b>I4/0020/P/FP Cornish Road Chipping Norton</b>	
Date	31/12/2013
Officer	Abby Fettes
Recommendation	<b>Provisional Approval</b>
Parish	CHIPPING NORTON
Grid Ref:	430857,226295

### APPLICATION DETAILS

Demolish existing garages and erection of five houses and four flats with associated works.

### APPLICANT

Cottsway Housing Association Cottsway House, Heynes Place, Avenue Two, Witney, Oxon, OX28 4YG

### ADDITIONAL REPRESENTATIONS

#### I Representations

I.1 Letters have been received from residents of Cornish Road objecting to the scheme on the following grounds:

- The loss of 23 garages and provision of 8 spaces means there are 15 displaced cars
- A robust parking survey has not been undertaken
- Additional traffic on the existing roads where there are cars parked
- Ambulances have difficulty getting to elderly patients in this area because of existing parking problems
- Delivery vans cannot get round the road
- Cars already park on grassed areas
- The increase in dwellings will put existing infrastructure under strain
- There is a problem with the current waste drainage system
- Will result in overlooking of existing houses
- It will be like living in a slum
- Consultation highlighted that no one had relatives who wanted to live in this location
- There are other applications by Cottsway (Churchill House) that have not been built
- The proposal will affect house prices
- Cottsway have not advertised garages for rent
- Cottsway have written to residents saying they already have permission to take down the garages and that the local authority supports this
- This site is inappropriate
- Cannot understand the need when a large estate is to be built behind the football club
- Will cause noise mess and disruption to local residents
- Are the houses for social housing or available to buy? It is not clear
- The garages have been redone so they don't contain asbestos
- The grassed area is currently used for parking
- I have never experienced drainage problems but they seem to be suggesting there are issues
- I've lived and worked in the town since I was born but you seem to want to bring people to the area that will not benefit the community
- The map they have used is old and inaccurate
- The proposal will affect my drive and access and fire hydrant (no. 66)
- The area where plots 1&2 are flood on a regular basis which would impact future residents and myself
- No info about retaining wall down side of my property (no. 66)

1.2 48 copies of a standard letter (petition) have been received objecting to the proposal on the following grounds:

- Parking is inadequate, 23 of the spaces are lost but only 8 are gained
- Parking is already a problem which will be made worse by any additional build
- the number of houses will put a strain on existing infrastructure
- as recently as last week the drains were blocked in Cornish Road
- will result in additional traffic
- will affect privacy
- recent consultation showed people do not want these houses
- consultation suggested that there are two play areas but one has no equipment and one is not suitable for young children
- There are other Cottsway planning applications in the town
- It will affect house prices
- Cottsway have not advertised the garages for rent
- The site is inappropriate

## 2 Consultations

### 2.1 OCC Highways:

#### *Parking*

*Five three-bedroom and four one-bedroom properties are proposed in place of existing garage blocks. The loss of a large number of garages would be a concern if the majority of these were used to park vehicles. However, the application states that 23 of the 57 garages to be demolished are let to residents of Cornish Road and evidence – when visiting the site and anecdotal evidence from local residents – suggests that few of these garages are used for parking.*

*An adequate level of parking will be provided for the proposed dwellings. 19 car parking spaces are proposed for the nine proposed dwellings; two car parking spaces for each of the five three-bedroom houses, and one car parking space for each of the four one-bedroom properties. The proposed development will also provide eight car parking spaces for use by existing residents and their visitors.*

*The proposed development is therefore unlikely to result in a significant displacement of parking. Those that are displaced are likely to be spread over a reasonably large area of Cornish Road and this is unlikely to have a significant impact or to result in severe harm to the highway.*

#### *Layout*

*The internal layout is considered acceptable.*

*New accesses and parking areas must be constructed to county council specification.*

*A section 38 Agreement will be required with the Local Highway Authority for the adoption of any new areas of highway. It must be noted that the car parking spaces cannot be allocated to specific properties if they are to be located on the adopted highway.*

*A section 278 Agreement will be required for works on the highway that fall outside of the red line area. The county council will not accept the extension to the verge area that is proposed on the existing adopted highway in front of Plot 3. This should either be left as tarmac/hardstanding, or it must be Stopped Up by way of Section 247.*

Further information on this can be found on the county council's website:  
<http://www.oxfordshire.gov.uk/cms/content/removal-highway-status> . The relevant contact in the Land and Highway Records team is Nick Blacow 01865 815082.

It is recommended that conditions requiring the submission of details of finished levels and landscaping are attached to the consent to ensure that an acceptable scheme is achieved.

#### *Recommendations*

*I have no objections to this application subject to the following conditions.*

- 1. G31 Accesses, parking areas etc before occupation*
- 2. G36 Car parking in accordance with approved plans, to be retained*
- 3. G43 Compliance with SWD scheme before occupation*
- 4. Finished levels and landscaping plan to be submitted for approval*

#### *Informatives*

*I suggest the following informatives are passed on to the applicant by inserting on the consent:*

- Works on the highway will require a Section 278 Agreement with the Local Highway Authority*
- Section 38 Agreement will be required for any new areas to be adopted by the Local Highway Authority.*