**From:** Public Access DC Comments   
**Sent:** 04 January 2016 11:15  
**To:** Public Access DC Comments  
**Subject:** Comments for Planning Application 15/01540/F

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 11:14 AM on 04 Jan 2016 from Mr Nigel Randall.

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| **Application Summary** | |
| **Address:** | St Georges Catholic Church Round Close Road Adderbury Oxfordshire |
| **Proposal:** | Demolition of existing chapel and erection of 4 no. dwellings |
| **Case Officer:** | Emily Shaw |
| [Click for further information](http://www.publicaccess.cherwell.gov.uk/online-applications/centralDistribution.do?caseType=Application&keyVal=NTBXRYEM0L000) | |

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| **Customer Details** | |
| **Name:** | Mr Nigel Randall |
| **Address:** | Oak Tree Cottage Berry Hill Road, Adderbury, Oxfordshire OX17 3HF |

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| **Comments Details** | |
| **Commenter Type:** | Councillor |
| **Stance:** | Customer made comments neither objecting to or supporting the Planning Application |
| **Reasons for comment:** |  |
| **Comments:** | I am not able to comment on the design and layout of this application as none of the plans on the public access website display correctly when opened.   I do note, however, that in the Supporting Statement the proposed building "will reflect the appearance of Partridge Court with natural stone facing the road". In fact, all of the buildings on this side of Round Close Road from Partridge Court to the Lucy Plackett grounds are wholly natural stone, and any building permitted on this site should mirror this in full, not just on the wall closest to the road.   Cars are often parked along this portion of Round Close Road at night and, more especially, when the playing field is in use at weekends. Any permitted development should therefore contain fully within the site any parking and waste bin storage places required by residents: four flats will require 8 parking spaces, storage for 12 waste bins and sufficient turning space for manoeuvring vehicles. In the absence of detailed layout plans I am not able to comment on the suitability of the proposed design in this regard, and would seek the reassurance of officers that sufficient weight is given to this issue in making their recommendation. This area can gridlock at times, and any increase in on-road parking should be tolerated. |