1. **Application Site and Locality** 
   1. Building 103 is constructed of red brick under a gabled slated roof. Built in the late 1920’s it is one of the oldest remaining buildings on the base although its history is not as well documented as others. It has served as a power station and housed emergency vehicles. For several years it was used by a company who repair, upgrade and convert narrow boats who have now relocated to their main base at Enslow.
   2. Planning permission was granted for the use of building 103 for a Heritage Centre (permission 16/01545/F refers).
2. **Description of Proposed Development**
3. The current application seeks to discharge Condition 6 (Parking Layout) of 16/01545/F.
4. **Appraisal**

Condition 6 requires a revised plan showing car and coach parking provision for vehicles to be accommodated (together with any areas for manoeuvring), to be submitted to and approved in writing by the Local Planning Authority before Building 103 is brought into use.

Oxfordshire County Council as Local Highways Authority advises that they object to the discharge of this condition. They considered that the proposal only utilises the existing areas of hardstanding only ‘*and does not take into account our comments on the unsuitable layout, which we provided in response to the consultation on 16/01545/F’*. The predominant issues relate to the ‘*lack of a transport statement which would demonstrate suitable number of parking spaces, perpendicular parking bays, and lack of pedestrian facilities’.* Whilst they note that the area would be subject review as part of the Village Centre North development, this does not yet have planning permission and cannot be a consideration of this application (which is a requirement of an extant planning permission).

The Highways Officer further advises that:

*If the parking provision proves to be inadequate, it could lead to overspill parking on Camp Road, which could cause an obstruction.*

*Vehicles reversing out of perpendicular bays close to the junction with Camp Road could conflict with vehicles turning in off Camp Road.*

*It has not been demonstrated that coaches can enter and exit in forward gear. This would not be permitted off adopted highway for safety reasons.*

*The layout is certainly incompatible with the adoption of the surrounding roads, which are currently private, but as the public are now free to access the surrounding roads, I am concerned about the safety of road users.*

*In my view this situation would only be acceptable as a very short term temporary measure, and since in practice it could exist for some considerable time to come, I object to the discharge of this condition.*

Having regard to all of the above, the details submitted for the discharge of this condition are considered to be inadequate and therefore should be refused accordingly. Given the limited amount of time before the determination deadline, it is not appropriate to seek further information (as this will require further consultation).

1. **Recommendation**

**Approval, in accordance with the following details:**

Condition 6:

The car parking layout provided is not considered to be acceptable, given the lack of a transport statement demonstrating a suitable number of parking spaces (which could result in overspill parking onto Camp Road – causing an obstruction); the presence of perpendicular parking bays (which could result in vehicles reversing out, close to the junction with Camp Road); the lack of pedestrian facilities; and the lack of any information demonstrating that coaches can enter and exit the site in a forward facing gear. Therefore, the plans as submitted amount to an unsafe, unusable and unacceptable parking layout which would be contrary to Policy ESD15 of the Cherwell Local Plan 2011-2031 Part 1 and Government guidance contained within the National Planning Policy Framework

Case Officer: Matthew Coyne DATED: 23 November 2017