

Planning Report

For: PLANNING AND REGULATION COMMITTEE – 9 SEPTEMBER 2019

By: DIRECTOR FOR PLANNING AND PLACE

Development Proposed:

Provision of a new 64 space carpark, comprised of a 43 space formally laid out paved parking area with an overflow grass-protected area providing the additional 21 spaces. Works include the adaption of the existing site opening and installation of an access barrier.

Division Affected: Wallingford

Contact Officer: Emma Bolster **Tel:** 07775 824954

Location: Field area directly to the West of St Georges Road, Wallingford, OX10 8HL

Applicant: Oxfordshire County Council

Application No: R3.0143/18 **District Ref:** P19/S2569/CC/
P18/S4042/CM

District Council Area: South Oxfordshire District Council

Date Received: 30 November 2018

Consultation Period: 13 December 2018 – 14 January 2019 and 15 August 2019 – 6 September 2019

Recommendation: **Approval/ Refusal**

The report recommends that the applications be approved.

Contents:

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• Part 1 – Facts and Background**Site and Setting (see site plan Annex 1)**

1. The application site is accessed via St George's Road, Wallingford which is near the centre of the town within a residential area. The application site is the eastern part of an existing open field, which is approximately 0.92 hectare in total size. The field was previously part of the former Wallingford Upper School's grounds. The eastern half contained a formal car park, used by Wallingford Upper School (formerly the Grammar School) until 1999. The field is currently securely fenced with a gated access. There is an electricity substation located against the boundary to the south-eastern corner.
2. St George's Road runs along the eastern edge of the site, with residential properties beyond. Millington Road runs immediately along the southern edge of the site, with residential properties within a Grade II-listed building beyond. Millington Road continues around the western edge side of the site and part of the northern edge. The residential properties are between Millington Road and the site along the western edge, although the western part of the open field would remain undeveloped. The northern edge of the site is bordered by residential properties that face along Millington Road and St George's Road.
3. The site is fenced all around with weldmesh fencing. This is approximately 2 metres high around the northern and western edges, and most of the southern edge. The eastern edge and the first few metres of the southern edge has 4-metre-high fencing, with an established hedge also to the eastern edge. The site is gated and locked. There is no public access and the site is not used by the school for sports or events as there is a surplus of playing field space within the main school site. There is occasional use as overflow car parking for events in the summer; the site is not regularly used and is vacant.
4. Across the road to the east of the site is Bull Croft Park. This is a large park for public recreation, which includes tennis courts and a basketball court. There is also a Scheduled Ancient Monument and Bull Croft Park is wholly within the Conservation Area, forming a boundary on the western side. The park is separated from the application site by a line of housing on St George's Road, and is approximately 33 metres from the Conservation Area.
5. To the south of the site on the High Street is the Wallingford Air Quality Management Area (AQMA). The site is approximately 111 metres from the AQMA.

Details of the Development

6. The proposed development would be for the provision of a 64-space car park, to be used solely by staff at Wallingford School. The applicant's revised Design and Access Statement specifies that at the current time, there is an existing shortfall at the school site of 21 car parking spaces against the county council's 2016 guidance. This shortfall is projected to become 64 spaces below guidance, as a result of the construction of a new teaching block at Wallingford School. This planning application is being decided by South Oxfordshire District Council (P19/S0191/FUL) but is yet to be determined.
7. Wallingford School had originally asked for additional car parking above the projected shortfall of 64 spaces due to the school's expansion. This was due to the site being regularly pushed for parking space, which would be 99 spaces once the extension has been constructed. This application was originally for a 100-space car park, but this was reduced to 64 spaces to cover the projected shortfall only and as such the application is currently out to a second period of consultation.
8. The car park would be on the eastern part of the existing field, approximately 0.39 hectare in size, including a biodiversity enhancement area to the south. There would be a 1.2m high bund separating the car park and biodiversity enhancement area from the rest of the field which would remain open. The car park entrance and 43 car parking spaces would be set out on permeable block paving; the remainder of the site would be protected by grass reinforcement mesh to provide the 21 overflow spaces.
9. The existing entrance from St George's Road would be widened to allow for two-way access, to facilitate safe vehicle access and egress. An access-controlled barrier would also be installed to restrict access to staff only; no access is envisioned for the general public, students, teachers or visitors.
10. The existing lay-by adjacent to the entrance is expected to be moved further south along the verge from its existing position. This is due to highway's requirements for adequate visibility splays for the widened site entrance. This would require a separate section 278 agreement between the applicant and highway authority.

• Part 2 – Other Viewpoints

Representations

11. There were 10 third party responses received during the original consultation period for this application. All objected, on the following grounds:

1. Believe that there is a covenant, as a requirement of a planning permission for the conversion of the Grammar School, preventing the site from being used as anything other than green space.
2. The field is used by a local Youth Football team, or it was until the school withdrew the use of the field.
3. The field, particularly the boundaries are an important habitat for hedgehogs, this will be partly destroyed by the car park.
4. The visual and noise impact caused by additional traffic on St George's Road.
5. Question the need for the car parking.
6. An EIA should have been carried out, looking at alternatives.
7. A better alternative might be to use the Castle Street Entrance.
8. The application is a Trojan Horse for a larger 300 car park.
9. Noise and light pollution.
10. A 3m fence between the car park and the properties should be provided.
11. Both the St George's Road entrance and the Millington Road entrance should be used – one in and one out.
12. The access will cause problems on St George's Road.
13. The protected grass area could lead to mud on the roads.
14. Concern about young people using the car park as a skate park.
15. Will lead to an increase in traffic.
16. Loss of a sports facility.
17. Increased disturbance in the area.
18. Increase in air pollution.
19. The high hedge could be retained or extended.
20. Concern over access for emergency vehicles.
21. This would lead to more cars on the children's walk to school route.
22. Better to construct a car park on the Shillingford Road.

At the time of writing this report there have been no further third-party comments received during the consultation period for the additional information. **However, the consultation period runs to 6 September and officers will update the committee orally if any further comments are received.**

Consultations

12. South Oxfordshire District Council – Object on the following Grounds during the initial consultation:
 1. Insufficient evidence on the impact of the Air Quality Management Area.
 2. Insufficient Noise Impact information.
 3. Effect on the root protection area of the Horse Chestnut tree to the north east of the site.

The retention of the hedge on St George's Road is also important.

Following the consultation on the additional information after the spaces have been reduced:

1. The Air Quality comments still stand – objection as public health needs to be protected from cumulative impacts of small development, unless the following conditions would be fully adhered to for this development:
EV charging points to be installed in 10% of the spaces;
Some form of secure cycle parking storage that is easily accessible for staff and students.

13. Sport England – Objects to the loss of a playing field that has been used as an U15/U16 football pitch; this objection has not been removed following the reduction in car parking spaces (from 100). There are also the following comments:
 1. Crowmarsh Youth traditionally used the site for football, as their main ground (Bull Croft Park) is opposite.
 2. Despite the club desperately needing additional playing and training space they were advised they were no longer allowed to use the site. This was over 12 months ago.
 3. The club (25 teams) are already stretched across a number of sites with inadequate facilities. The Town Council suggesting marking out an additional pitch at Bull Croft Park is not seen as adequate mitigation for the loss of use.
 4. The NPPF and the adopted Playing Pitch Strategy do not distinguish between public and private playing fields. The applicant has reduced the number of car parking spaces, but has not dealt with the fact that the playing field cannot be used for competition football and this loss has not been addressed

14. Wallingford Town Council – Supports the expansion of the school and would like public parking to be provided.

15. Historic England – no response received.

16. OCC Archaeology – No objection
The proposals outlined would not appear to have an invasive impact upon any known archaeological sites or features. As such there are no archaeological constraints to this scheme.

Following re-consultation due to the additional information, there were no further comments to be made on this proposal.

17. OCC Countryside Access – no comments .

18. OCC Highways – Awaiting formal comment.

19. OCC Biodiversity – More detail required
More information needs to be provided by the applicant regarding the biodiversity planting and size of bunds and biodiversity management – to be either applied as a pre-commencement condition or as a standard

condition for species planting if the information is provided prior to determination.

Part 3 – Relevant Planning Documents

Relevant planning policies (see Policy Annex to the committee papers)

20. Planning applications should be decided in accordance with the Development Plan unless material considerations indicate otherwise.

The relevant development plan documents are:

- South Oxfordshire Core Strategy (SOCS)
 - Saved Policies of the South Oxfordshire Local Plan 2011 (SOLP)
21. South Oxfordshire District Council submitted the Local Plan 2034 to the Secretary of State on Friday 29 March 2019. Whilst a material consideration, in accordance with paragraph 216 of the NPPF, these policies are at an early stage and should be given limited weight in any decision made.
22. The Government's National Planning Policy Framework (NPPF) 2019 is also a material consideration.

Relevant Policies

23. South Oxfordshire Core Strategy (SOCS):
CS1 Presumption in favour of sustainable development
CSM1 Transport
CSWAL1 The strategy for Wallingford
CSEN1 Landscape
CSEN3 Historic Environment
CSQ3 Design
CSB1 Conservation and improvement of biodiversity
24. Saved policies of the South Oxfordshire Local Plan 2011 (SOLP)
G2 Protection and enhancement of the environment
C6 Biodiversity conservation
CON5 The setting of listed buildings
EP1 Prevention of polluting emissions
EP2 Noise and vibrations
EP6 Surface water protection
D1 Good design and local distinctiveness
D2 Vehicle and bicycle parking
CF1 Safeguarding community facilities and services, including recreation facilities
CF2 Provision of community facilities and services

25. Policies of the emerging South Oxfordshire Local Plan 2034 (ESOLP)
 - STRAT1 The Overall Strategy
 - WAL1 The Strategy for Wallingford
 - TRANS5 Consideration of Development Proposals
 - ENV3 Biodiversity – Non Designated Sites, Habitats and Species
 - ENV6 Historic Environment
 - ENV7 Listed Buildings
 - ENV12 Pollution – Impact of Development on Human Health, the Natural Environment and/or Local Amenity
 - EP1 Air Quality
 - EP4 Flood Risk
 - DES6 Residential Amenity
 - CF1 Safeguarding Community Facilities
 - CF4 Existing Open Space, Sport and Recreation Facilities

• **Part 4 – Analysis and Conclusions**

Comments of the Director for Planning and Place

26. The CLG letter to the Chief Planning Officers dated 15 August 2011 set out the Government’s commitment to support the development of state funded schools and their delivery through the planning system. The policy statement states that:
“The creation and development of state funded schools is strongly in the national interest and that planning decision-makers can and should support that objective, in a manner consistent with their statutory obligations.” State funded schools include Academies and free schools as well as local authority maintained schools.

It further states that the following principles should apply with immediate effect:

- There should be a presumption in favour of the development of state-funded schools;
- Local Authorities should give full and thorough consideration to the importance of enabling the development of state funded schools in their planning decisions; Local Authorities should make full use of their planning powers to support state-funded schools applications;
- Local Authorities should only impose conditions that clearly and demonstrably meet the tests as set out in Circular 11/95;
- Local Authorities should ensure that the process for submitting and determining state-funded schools’ applications is as streamlined as possible;
- A refusal of any application for a state-funded school or the imposition of conditions, will have to be clearly justified by the Local Planning Authority.

This was endorsed as part of the National Planning Policy Framework (NPPF) and has been retained in the revised NPPF (2019) which states that local planning authorities should *give great weight to the need to create, expand or alter schools.*

27. Policy CS1 of the SOCS sets out the presumption in favour of sustainable development. Taken together with the CLG letter, planning permission should be granted unless overriding policy or material considerations dictate otherwise. The main issues in relation to this application are the Historic Environment, Environment and Amenity, Transport, Biodiversity and loss of playing field space.

Historic Environment

28. Policy CSEN3 of the SOCS seeks to protect the historic assets of the district including listed buildings and conservation areas. Saved policy CON5 of the SOLP, and policy ENV7 of the ESOLP also seek to protect listed buildings from being adversely affected by development. Policy STRAT1 of the ESOLP also seeks to protect the historic environment, as does policy ENV6 of the ESOLP.
29. Section 66(1) of the Listed Buildings and Conservation Areas Act 1990 states that in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.
30. Paragraph 190 of the NPPF states that local planning authorities identify and assess the particular significance of any heritage asset that may be affected by the proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.
31. Paragraph 193 of the NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The same paragraph states that this great weight should be applied irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
32. Paragraph 196 of the NPPF goes on to state that "*where a development proposal will lead to less than substantial harm to the significance of a designated asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use*".
33. The proposed development would be near to a Grade II-listed building, Wallingford Upper School; this former school site is now converted to residential use. It was listed in February 1988. Wallingford Upper School is summarised in by Historic England in its list entry as:

School c.1877 by W. Stevenson of Nottingham, laboratory added 1899. Red brick; old plain-tile complex roof; paired brick ridge stacks to centre. Central school house with single-storey classroom wings to left and right. Arts and Crafts Gothic style. 3-storey, 5-window block to centre with single-storey wings. Panelled doors to recessed porches with 2-centred arches to left and right of main block. Complex fenestration, mostly of wood mullion and transom windows. Wood cross windows to classroom wings. Interior not inspected. Laboratory pavilion to left; red brick; old plain-tile hipped roof. Single-storey 2-window range.

It is listed for its special architectural or historic interest.

34. The proposed development would not result in any direct harm to the listed building itself and would not impact upon its architecture, however the application site forms an important part of the setting of the building and makes a positive contribution to the significance of the designated asset. However, between the proposed car parking and the listed building would be the existing road, where there is already parking, the weldmesh fence to the site and the proposed biodiversity enhancement area. It is also noteworthy that at the time of the listing, the eastern part of the application area was being used as a car park for the Upper School. The setting of the listed building is unlikely to be significantly impacted should the car park be approved, as there is planting to the boundaries which could soften any possible impacts.
35. Wallingford Conservation Area is approximately 111 metres from the application site. The conservation area boundary is to the rear of the row of residential properties which face onto St Georges Road, opposite the eastern edge of the application site. As there is no significant change to the eastern boundary, there would be no significant effect on the conservation area from the proposed development.
36. The development would result in less-than-substantial harm to the significance of the listed building and therefore, in accordance with paragraph 196 of the NPPF, that harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use. The development would not affect the viability of the use of the listed building and would offer public benefit if it is concluded that the provision of the car park contributes to meeting the presumption in favour of state-funded schools' development. The proposal would not lead to any harm to the historic environment, and would conform to policies CSEN3 of the SOCS, saved policy CON5 of the SOLP, and policies EN7, STRAT1 and ENV6 of the ESOLP.

Environment and Amenity

37. Policy CSWAL1 of the SOCS, and policy EP1 of the ESOLP seek to improve air quality. Policy WAL1 of the ESOLP seeks to improve the air quality of Wallingford. Policy ENV12 of the ESOLP states that

development should be designed to ensure that they will not result in significant adverse impacts on human health or the amenity of neighbouring users.

38. The proposed development would lead to an increase in car traffic movements to this part of Wallingford. Although it would be in place of parking already in existence at the main school site approximately 300 metres to the north, the proposal would nevertheless be an increase in traffic movements that would be aiming for, as opposed to passing through this part of St Georges Road. It is conceivable that there would be more vehicles that would choose to access the site either through the AQMA, or through the residential roads surrounding the site.
39. The introduction of car parking would bring with it pollution emissions that would have an adverse impact on neighbouring residents, including noise and vibration impacts that is not a feature of use at present
40. The proposed development would therefore be contrary to Policies CSWAL1 of the SOCS and policies EP1, WAL1, and ENV12 of the ESOLP.
41. Saved policy EP1 of the SOLP states that proposals that , by reason of pollution emissions would have an adverse effect on people and other living organisms will not be permitted unless there are effective mitigation measures. Saved policy EP2 of the SOLP seeks similar protection against noise and vibration. Policy ENV12 of the ESOLP makes similar provision, and policy DES6 of the ESOLP seeks developments to demonstrate that they would have no adverse impact on amenity.
42. The proposed development would bring 64 car parking spaces to an area which has had a documented use for sport and recreation use, albeit the site has not been actively used as such for approximately the last 12-18 months. The current open space would be approximately halved, with the traffic movements generating greater amounts of noise and movements than there are currently associated to a residential area.
43. The proposal does not include any mitigation measures to deal with such impacts; there is a proposed bund, but this is proposed mainly to reduce incursion into the western part of the field, which is to be left undeveloped by this proposal. Conditions proposed by SODC's Environmental Health Team, for 10% EV charging points and secure cycle parking for staff and students would not be able to be fully implemented at the site. The proposal is therefore contrary to saved policies EP1 and EP2 of the SOLP, and policies ENV12 and DES6 of the ESOLP.

Transport

44. Policy CSM1 of the SOCS seeks to enable a modal shift to public transport, cycling and walking; promote traffic management measures that increase safety, improve air quality and encourage sustainable modes of transport; adopt a comprehensive approach to car parking to improve attraction to town centres; and encourage sustainable modes of transport. Policy TRANS5 of the ESOLP makes similar provision.
45. The proposed development is for car parking only, with no inclusion of specific provision for electric vehicles. The proposed parking is to maintain the status quo of overall parking available for Wallingford School and is to be used solely by school staff. Moving the existing layby adjacent to the site further south also maintains the status quo. This application does not however make any provision for a modal shift to public transport, cycling or walking. It is therefore contrary to policy CSM1 of the SOCS, and policy TRANS5 of the ESOLP.
46. Policy CSWAL1 of the SOCS seeks to improve accessibility, car parking, pedestrian and cycle links. The proposed development is for car parking only, and partly complies with policy CSWAL1 of the SOCS.
47. Saved policy D2 of the SOLP states that permission will not be granted for developments that fail to incorporate adequate, safe and secure parking.
48. The proposed development would have adequate, safe and secure parking and would comply with saved policy D2 of the SOLP.

Biodiversity

49. Policy CSB1 of the SOCS and saved policy C6 of the SOLP seek a net gain in biodiversity. Policy ENV3 of the ESOLP makes similar provision.
50. The proposed site is currently an unused, grassed area with a mature hedge to the eastern boundary and some shrubs and a protected Horse Chestnut tree (Tree Preservation Order 22/1999) to the northern boundary where the car parking is proposed. The block paving proposed for the hard-standing spaces and entrance would stop short of the Horse Chestnut's root zone and the shrubs would be unaffected.
51. The current biodiversity interest would be low but will be potentially affected by removing part of the grass and introducing car parking to a field which has been largely unchanged in the 19 years since being created. However, the proposed development does have measures to increase the biodiversity by maintaining most of the existing hedge, planting more hedges to retain and attract invertebrates and sowing a wildflower grass-mix to the enhancement area to be created between the grass-protected overflow area and Millington Road. The measures also state there would be two 'bee houses' to attract bees, but does not

specify exactly where these would be placed within the biodiversity area. The biodiversity enhancements can be the subject of a condition for the submission of a scheme for approval prior to the commencement of the development should the applicant be prepared to accept such a condition.

52. The proposed development is therefore broadly in line with policies CSB1 of the SOCS, saved policy C6 of the SOLP and policy ENV3 of the ESOLP.

Loss of Playing Field space

53. Saved policy CF1 of the SOLP states that proposals that would result in the loss of a recreation facility will not be permitted unless suitable alternative provision has been made for the facility or that it is not needed. Policies CF1 and CF4 of the ESOLP makes similar provision.
54. The proposed development would lead to a loss of recreation facilities through the loss of playing field space, which according to Sport England is still needed. No suitable alternative, similar standard provision is made. The proposed development would therefore be contrary to saved policy CF1 of the SOLP. The only justification for the loss of the playing field space would be if it is concluded that the provision of the car park contributes to meeting the presumption in favour of state-funded schools development. If the committee is minded to approve the application, then it would first be necessary to refer the application to the Secretary of State to see whether they would wish to call the application in for their own determination in accordance with the requirements of The Town and Country Planning (Consultation) (England) Direction 2009.

Other Issues

55. Policy CSEN1 seeks to protect the district's landscape and saved policy G2 of the SOLP seeks to protect settlements from adverse developments.
56. The proposed development would be within the context of the urban fabric of the town and would not lead to any adverse impact to the landscape or the settlement generally as existing.
57. Policy CSQ3 of the SOCS seeks development that is of a high quality and inclusive design. Saved policy D1 of the SOLP seeks high quality design that respects local distinctiveness.
58. The proposed development is a simple grid pattern car park. It is not an inspiring design but would use the space efficiently and has included some grass-protected spaces to lessen the impacts of the inevitable hard paving. There would be a bund to separate the car park from the remaining field. The revised layout to reduce the number of spaces provided has taken the Horse Chestnut tree to the north west of the site

into account to move the spaces further away from the root zone than was previously designed.

59. Saved policy EP6 of the SOLP seeks sustainable drainage to mitigate the effects of surface water run off. Policy EP4 of the ESOLP seeks to minimise flood risk.
60. The proposed development includes both porous paving and grass protection netting for the car park layout. This would continue to allow the water to drain into the field, and not lead to an increase in surface water run off.
61. Saved policy CF2 of the SOLP supports proposals that would result in the provision of additional community facilities will be permitted provided there are no overriding amenity, environmental or traffic objections, and that there is no conflict with other policies. Policy CF2 of the ESOLP makes similar provision.
62. The justification for the proposed development is linked to a development of extra facilities at Wallingford School. This would be supported by saved policy CF2 of the SOLP provided there are no overriding amenity, environmental or traffic objections.

Conclusion

63. The proposed development would lead to significant impacts and would be contrary to policies CSWAL1 of the SOCS and policies EP1, WAL1, and ENV12 of the ESOLP.
64. The proposed development would lead to pollution emissions, noise and vibration, and would therefore be contrary to saved policies EP1 and EP2 of the SOLP, and policies ENV12 and DES6 of the ESOLP.
65. The proposed development makes no provision for a modal shift to public transport, cycling or walking. It is therefore contrary to policy CSM1 of the SOCS, and policy TRANS5 of the ESOLP.
66. The proposed development would lead to the loss of playing field space contrary to policy CF1 of the SOLP.
67. The development would not lead to substantial harm to heritage assets and would therefore conform to policies CSEN3 of the SOCS, saved policy CON5 of the SOLP, and policies EN7, STRAT1 and ENV6 of the ESOLP.
68. Subject to the provision of a pre-commencement condition, the proposed development would lead to a net increase in biodiversity and is therefore in line with policies CSB1 of the SOCS, saved policy C6 of the SOLP and policy ENV3 of the ESOLP.

69. The development is therefore contrary to policies in the development plan and as such there are reasons to refuse planning permission. The only justification for the development is if it is considered that it is essential to facilitate the development at Wallingford School which is the subject of application no. P19/S0191/FUL which is currently before the South Oxfordshire District Council for determination. It is understood that the development proposed in that application can only be progressed if permission is granted to this application to provide the required car parking. It is therefore considered that the development proposed in this application is essentially ancillary to that proposed in the application at the school. If planning permission is granted to the application at the school then it is considered that there is an over-riding need for the car parking provision proposed in this application which would contribute to meeting the presumption in favour of state-funded schools development supported by central government through the letter dated 15th August 2011 and the NPPF. Subject to the application first being referred to the Secretary of State due to the objection from Sport England over the loss of playing field space it should then be approved. If planning permission is not granted to the application at the school, then this application should be refused.
70. As the application before the District Council is yet to be determined it is therefore recommended that the decision on this application be delegated to the Director of Planning and Place subject to the District Council's determination of application no. P19/S0191/FUL

RECOMMENDATION

71. **It is RECOMMENDED that the Director for Planning and Place be authorised to EITHER:**
- A**
- i) should planning permission to application no. P19/S0191/FUL be approved by South Oxfordshire District Council and this application first being referred to the Secretary of State to provide the opportunity for the application to be called in for his own determination, as required under the Town and Country Planning (Consultation) (England) Direction 2009 and the Secretary of State not calling in the application for his own determination following referral to him, APPROVE application no. R3.0143/18 subject to conditions to be determined by the Director of Planning and Place including those set out in Annex 2 to this report.**
 - ii) should South Oxfordshire District Council be minded to approve P19/S/0191/FUL, that they are advised that the County Council considers a condition should be attached, that the school extension shall not be brought into use until a car park has been provided for additional staff parking in the vicinity of the school and such car park is available for use;**

OR

B should planning permission to application no. P19/S0191/FUL be refused by South Oxfordshire District Council to REFUSE planning permission for application no. R3.0143/18 for the following reasons:

- 1. The proposed development would lead to significant impacts on amenity, including air quality and would be contrary to policies CSWAL1 of the SOCS and policies EP1, WAL1, and ENV12 of the ESOLP.**
- 2. The proposed development would lead to pollution emissions, noise and vibration, and would therefore be contrary to saved policies EP1 and EP2 of the SOLP, and policies ENV12 and DES6 of the ESOLP.**
- 3. The proposed development makes no provision for a modal shift to public transport, cycling or walking. It is therefore contrary to policy CSM1 of the SOCS, and policy TRANS5 of the ESOLP.**
- 4. The development would lead to a loss of playing field space and so existing recreational provision contrary to policy CF1 of the SOLP.**

SUSAN HALLIWELL
Director of Planning and Place

Compliance with National Planning Policy Framework

In accordance with paragraph 38 of the NPPF Oxfordshire County Council take a positive and proactive approach to decision making focused on solutions and fostering the delivery of sustainable development. We work with applicants in a positive and proactive manner by; offering a pre-application advice service. In this case the applicant was advised of the Sport England objection, and the objection from the District Council. Further information was supplied to the consultees, but it did not result in the removal of the objections.

Annex 1 - European Protected Species

The Local Planning Authority in exercising any of their functions, have a legal duty to have regard to the requirements of the Conservation of Habitats & Species Regulations 2017 which identifies four main offences for development affecting European Protected Species (EPS):

1. Deliberate capture or killing or injuring of an EPS
2. Deliberate taking or destroying of EPS eggs
3. Deliberate disturbance of a EPS including in particular any disturbance which is likely
 - a) to impair their ability –
 - i) to survive, to breed or reproduce, or to rear or nurture their young, or
 - ii) in the case of animals of a hibernating or migratory species, to hibernate or migrate; or
 - b) to affect significantly the local distribution or abundance of the species to which they belong.
4. Damage or destruction of an EPS breeding site or resting place.

Our records and the habitat on and around the proposed development site indicate that European Protected Species are unlikely to be present. Therefore no further consideration of the Habitat Regulations is necessary.

Annex 2 – R3.0143/18 – Conditions

1. The development shall be carried out in strictly in accordance with the particulars of the development, plans and specifications contained in the application, except as modified by conditions of this permission. The approved plans and particulars comprise:
 - Application form dated 22/11/2018
 - Transport Statement 17/10/2018
 - Proposed Car Park Road Construction Details
 - Proposed Car Park Surface Finishes and Kerbs
 - Additional Information August 2019 – Existing Site Plan – Car Park – Drawing No 0007 Rev C
 - Additional Information August 2019 – Location Plan – Car Park – Drawing No. 0005 Rev D
 - Additional Information August 2019 – Block Plan – Car Park – Drawing No. 0006 Rev D
 - Additional Information August 2019 – Proposed Site Plan – Car Park – Drawing No. 0008 Rev E
 - Additional Information August 2019 – Design and Access Statement Dated August 2019
 - Sketch plan of entrance Drawing no. 5001158 August 2019.

2. Work shall not commence on the construction of the car park until the extension to Wallingford School to be permitted by permission P19/S0191/FUL has been completed or until such earlier time as the County Planning Authority may approve.