

<b>APPLICATION NO.</b>	<a href="#">P16/S4208/FUL</a>
<b>APPLICATION TYPE</b>	FULL APPLICATION
<b>REGISTERED</b>	19.12.2016
<b>PARISH</b>	WALLINGFORD
<b>WARD MEMBER(S)</b>	Elaine Hornsby Imran Lokhon
<b>APPLICANT</b>	Winslade Investments (Wallingford) Ltd
<b>SITE</b>	Wallingford Portcullis Social Club, 28 Goldsmiths Lane, Wallingford, OX10 0DU
<b>PROPOSAL</b>	Part demolition, redevelopment and change of use of the Portcullis Club building to provide 15 residential units comprising 6 no two bedroom houses. 3 no two bedroom flat and 6 no one bedroom flats. (As amended by drawings accompanying e-mail from agent received 3 April 2017 and as clarified by drawing no 8161042_6101_B showing virtual footway designation).
<b>OFFICER</b>	Sharon Crawford

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**1.0 INTRODUCTION**

- 1.1 The application has been referred to the Planning Committee because the recommendation to grant planning permission conflicts with the views of the Wallingford Town Council. The Town Council object to the application; a summary of their comments is set out in paragraph 3.1 of this report. The detailed comments are **attached** at Appendix 3.
- 1.2 The site lies in a prominent location fronting onto Goldsmith's Lane and The Kine Croft between the Masonic Hall and the community centre. The Mint on the opposite side of Goldsmiths Lane is a terrace of residential properties and also a Grade II listed building. The site lies in the Wallingford Conservation area and is an area of archaeological interest. In addition the Kine Croft is a Scheduled Monument.
- 1.3 The buildings on the site have been vacant since 2015. Prior to that they were last used for the Portcullis Social Club but were originally part of the former Wallingford Brewery dating from the C18/C19. Much of the site is covered in buildings of various different ages. There is very little open space on the site other than a small courtyard.
- 1.4 The site is identified on the Ordnance Survey Extract **attached** at Appendix 1.

**2.0 PROPOSAL**

- 2.1 The amended application seeks full planning permission to convert the buildings worthy of retention to provide 15 residential units comprising 6 no two bedroom houses, 3 no two bedroom flat and 6 no one bedroom flats. A significant amount of the existing building comprising unattractive, relatively modern additions would be demolished. Ridge heights on two sections of the buildings would be raised to provide for second floor accommodation - units 6 on Goldsmiths Lane and unit 15 onto the Kine Croft. The retained and new elements would provide for two L-shape blocks. One fronting Goldsmith Lane which would contain 7 flats (4 x one bed and 3 x two bed units). The other retained building would contain 8 units (3 x one bed and 5 x 2 bed units). The ground floor of the block fronting onto Goldsmiths Lane would also include

a large bin storage area.

A communal courtyard with a covered cycle store for 30 bicycles and private garden areas for 6 units are provided within the site. The scheme is proposed as car free and there are no parking facilities for cars provided.

2.2 The application submission includes the following documents;

- Design and access Statement
- Transport Statement
- Watching Brief parts 1 and 2
- Flood Risk Assessment parts 1 and 2
- Bat Survey report
- Historic Analysis
- Preliminary Contamination Risk Assessment
- Site Contamination Assessment Gardens
- Airsafe Asbestos Survey Report
- Visual Structural Inspection
- plans

2.3 Amended plans have been submitted to address concerns in relation to the impact on the character of the conservation area and transport concerns.

2.4 Reduced copies of the plans and documents accompanying the application are **attached** at Appendix 2. Full copies of the plans and consultation responses are available for inspection on the Council's website at [www.southoxon.gov.uk](http://www.southoxon.gov.uk).

3.0 **SUMMARY OF CONSULTATIONS & REPRESENTATIONS**  
Full responses can be found on the Council's website

- |     |   |  |
|-----|---|--|
| 3.1 | Wallingford<br>Town Council                   | Refuse. Wallingford Town Council is not opposed to the principle of redevelopment of the application site. However, the Council considers that the proposed development is an overdevelopment of the site, will generate traffic and create parking problems and that it is a bad neighbour development. Contrary to Policies H4, D1, D2 and T1, T2 and T8 of SOLP.  |
| 3.2 | OCC (Highways)                                | Transport: The amended details have addressed highway concerns. No objection subject to conditions, a S278 agreement and contributions to improvements to the bus service.<br>For detailed comments see section 6.6.   |
| 3.3 | OCC<br>(Archaeology)                          | No objection conditions recommended  |
| 3.4 | OCC Local<br>member view<br>Cllr Lynda Atkins | This application should be turned down because of the lack of provision for any parking on site. There is currently a severe problem with the availability of parking in the town centre Monday to Saturday for most of the working day. The parking survey shows that even on a Tuesday – one of the quietest days of the week in the town - it is clear that there is insufficient parking at the moment. The owners of the new homes will undoubtedly own cars – almost certainly more than one per dwelling – and will not all move them away from the town centre during the day, so the development will only exacerbate an already difficult situation. The Council's parking |

standards for new residential requirements would suggest that a maximum of 19.8 spaces should be provided for a development on this scale: that is a very long way indeed from no spaces at all. It is misleading to compare the need for parking for residential use with that for the previous use as a community club: for a club, people park temporarily and in many cases would walk to the site either from elsewhere in the town or from bus stops. Residents will own and use cars and will need somewhere to park them when they are not in use. Pedestrian use of Goldsmiths Lane is not safe and given the nature of the location on Goldsmiths Lane, cannot be made safe. Although it was a consequence of the long term location of the Portcullis Club, it should not be encouraged or permitted in a new development. I am also very concerned at the proposal not to include any affordable housing in the development. There is a significant shortage of affordable housing in Wallingford and the failure to make any provision to meet that need despite the current policy requirement is not acceptable.

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|------|---------------------------|---|
| 3.5  | Conservation Officer      | Summary. Overall, I consider the principle of the proposed demolitions and conversions to be acceptable and largely respond to the industrial character of the site. The amended plans have overcome my previous concerns.  |
| 3.6  | Countryside Officer       | No objection conditions recommended   |
| 3.7  | Contaminated land officer | No objection conditions recommended   |
| 3.8  | Air Quality Officer       | No objection conditions recommended   |
| 3.9  | Environmental protection  | No objection conditions recommended   |
| 3.10 | Neighbours Objecting (13) | The prospect of reconstruction and use of the buildings of the Portcullis Club is welcome. It is desirable, for other residents on the upper part of Goldsmiths Lane, to bring that land into use again. The plans that have been submitted seem however to be too ambitious. Fifteen houses and flats seem too many for this site, especially as there would be no car-parking space. There are few car-park spaces near to the site, so we must assume that residents, and their visitors, have to come and go mainly on foot. The proposed central courtyard of the site is small, and access to it from Goldsmiths Lane is narrow (less than 4 metres, it seems, with a tight turn to enter it). Traffic down Goldsmiths Lane is quite busy at present, in daytime hours. There is a footpath, which pedestrians use, on the east side of the road, but it is small, its width is erratic, and so it is somewhat dangerous even at present levels of use. If there are 15 residences, for people without cars, there will be various kinds of delivery vehicles, as well as service vehicles such as plumbers, window cleaners and others, going in and out of the entrance to the courtyard. This will be awkward, and there will surely be occasional traffic jams, as traffic runs quite fast down Goldsmiths Lane. This is visible already outside the entrance to the Masonic Hall courtyard nearby, but that courtyard is much more |

spacious, so vehicles can reverse and manoeuvre out of each other's way. The addition of two small flats, adding a third storey on to the buildings, seems also excessive for this constricted site. It will be better if the development can be restricted to two storeys, about 8 to 10 residences, and a larger central courtyard with a wider entrance that allows adequate visibility for outgoing vehicles. Residents in The Mint, 3 4 metres away on the other side of Goldsmiths Lane, must be concerned about control of the methods that will be used in demolition of the existing buildings, as there is an evident risk of damage being caused to their 18th-century properties by vibration.

Roof line of the South facing dwellings. The raising of the ridgeline onto Goldsmiths Lane to accommodate flats 3 and 7 is concerning, this is too high. There are far too many windows that will have a view directly into our bathroom. Adding an extra storey here will impact on our privacy

Neighbour  
support (3)

There are thousands of non driving people who would happily buy a property without a car parking space. Yes their guests may have cars and yes they may park in a local car park or road but that's exactly what my guests and probably theirs do too. Encouraging the redevelopment of this site for residential purposes can only have a positive effect on the community. It will bring much needed life back into Wallingford. If these buyers do not drive they will have to shop locally injecting a much needed cash flow to our small businesses. I am a supporter of this application purely because it is the next step for this historic building. It needs to be loved and cared for before it becomes another pile of rubble that nobody wants.

#### 4.0 **RELEVANT PLANNING HISTORY**

4.1 None of direct relevance.

#### 5.0 **POLICY & GUIDANCE**

5.1 South Oxfordshire Core Strategy (SOCS) Policies

CS1 - Presumption in favour of sustainable development

CSQ2 - Sustainable design and construction

CSQ3 - Design

CSS1 - The Overall Strategy

CSWAL1 - The Strategy for Wallingford

CSEN3 - Historic environment

CSH4 - Meeting housing needs

CSB1 - Conservation and improvement of biodiversity

CSM2 - Transport Assessments and Travel Plans

5.2 South Oxfordshire Local Plan 2011 (SOLP 2011) policies;

CON5 - Setting of listed building

CON7 - Proposals in a conservation area

EP1 - Adverse affect on people and environment

EP3 - Adverse affect by external lighting

EP6 - Sustainable drainage

EP8 - Contaminated land

T1 - Safe, convenient and adequate highway network for all users

T2 - Unloading, turning and parking for all highway users

D2 - Safe and secure parking for vehicles and cycles

D3 - Outdoor amenity area

- D4 - Reasonable level of privacy for occupiers
- G2 - Protect district from adverse development
- H4 - Housing sites in towns and larger villages outside Green Belt
- CON11 - Protection of archaeological remains
- CON12 - Archaeological field evaluation
- C8 - Adverse affect on protected species
- CON13 - Archaeological investigation recording & publication
- CON3 - Alteration to listed building
- CON6 - Demolition in conservation area

5.3 Neighbourhood Plan policies;

Paragraph 216 of the NPPF allows for weight to be given to relevant policies in emerging plans, unless other material considerations indicate otherwise, and only subject to the stage of preparation of the plan, the extent of unresolved objections and the degree of consistency of the relevant emerging policies with the NPPF.

Wallingford Town Council are working towards the adoption of a neighbourhood plan and are at stage 1 in the process (Area designation) with a claim submitted to DCLG. Therefore the Neighbourhood Plan has limited weight at this stage.

5.4 Supplementary Planning Guidance/Documents

Draft Wallingford Conservation Area Appraisal

South Oxfordshire Design Guide 2016 (SODG 2016)

5.5 National Planning Policy Framework (NPPF)

National Planning Policy Framework Planning Practice Guidance (NPPG)

5.6 **Other Relevant Legislation**

- Planning (Listed Buildings and Conservation Areas Act) 1990
- Community & Infrastructure Levy Legislation Human Rights Act 1998
- Environmental Impact Regulations, as amended 2015
- Community & Infrastructure Levy Legislation Human Rights Act 1998
- Section 17 of the Crime and Disorder Act 1998
- Natural Environment and Rural Communities (NERC) Act 2006
- The Conservation of Habitats and Species Regulations 2010
- Human Rights Act 1998
- Equality Act 2010 section 149
- CIL Regulations 2010 (as amended)

6.0 **PLANNING CONSIDERATIONS**

6.1 The main issues in this case are;

- Whether the principle of development is acceptable
- NPPF policies
- Loss of community facilities
- Highways issues
  - Pedestrian access
  - Car free development
  - Cycle parking
  - Refuse collection
- Impact on the Heritage assets

- Character and setting of the listed buildings
- Character of the conservation area
- Setting of Scheduled Monument
- Provision of gardens
- Provision of affordable housing
- Mix of units
- Neighbour impact
- CIL
- OCC Contributions

6.2 **Principle.** The National Planning Policy Framework advises that there is a presumption in favour of sustainable development. This is echoed within policy CS1 of the South Oxfordshire Core Strategy. The site lies in the centre of Wallingford, one of the towns in the district. It is a sustainable location and Policy CSWAL1 of SOCS sets out the overall strategy for the town. One of the aims of CSWAL1 is to achieve housing on suitable infill and redevelopment sites within the town. The scheme involves the redevelopment of a brownfield site and conversion of existing buildings which would accord with the overall strategy for Wallingford and is acceptable in principle.

6.3. **NPPF Policies.** The most relevant paragraphs of the NPPF in the consideration of this application are;

- Paragraph 14 which establishes that there is a presumption in favour of sustainable development. For decision-taking this means approving development proposals that accord with the development plan without delay; and where the development plan is absent, silent or relevant policies are out-of-date, **granting permission unless:**
  - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
  - **specific policies in this Framework indicate development should be restricted.**

- 6.4.
- Paragraph 47 requires local planning authorities to boost significantly the supply of housing.
  - Paragraph 23 recognises that residential development can play an important role in ensuring the vitality of centres and set out policies for encouraging residential development on appropriate sites.
  - Paragraph 51 requires that Local planning authorities identify and bring back into residential use empty buildings. They should normally approve planning applications for change to residential use and any associated development from commercial buildings (currently in the B use classes) where there is an identified need for additional housing in that area, provided that there are not strong economic reasons why such development would be inappropriate.
  - Paragraph 70 emphasises the importance of planning positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments; and to guard against the unnecessary loss of valued facilities and services particularly where this would reduce the community's ability to meet its day-to-day needs;

- 6.5.1 **Loss of community facilities.** Saved policies CF1 of the SOLP aim to protect essential community facilities as follows:

**Policy CF1**

**Proposals that result in the loss of a recreation facility or an essential community facility or service, through change of use or redevelopment, will not be permitted unless:**

- (i) suitable alternative provision is made for the facility (or similar facilities of equivalent community value) on a site elsewhere in the locality, or**
- (ii) in the case of recreational facilities, it is not needed, or**
- (iii) in the case of commercial services, it is not economically viable.**

- 6.5.2 In the Agent's makes a case for the loss of the existing community facility in the Design and Access statement. The building has not been listed as an Asset of Community Value nor was the Portcullis Club included in the list of community and leisure facilities identified in Section 8 (Leisure and Wellbeing) of the Wallingford Neighbourhood Plan baseline report, published February 2016. There does appear to be evidence to suggest that the facility is not needed as Wallingford is well provided with community and recreational facilities, including:

- Centre 70,
- Regal Centre
- Comrades Club
- Town Hall
- Corn Exchange/Theatre
- Squash Club
- Hightone Fitness & Leisure
- Numerous public houses and restaurants
- Hithercroft Sports Ground and Social Facility.

It is clear that viability of the social club was an issue as the business went into administration leading to its closure. Those community events which were regularly scheduled at this location appear to have found new homes. For example, the 'acoustic ballroom' open mike night, which takes place monthly, has relocated to the neighbouring Centre 70. In the circumstances your officers consider that there is suitable alternative facilities in the immediate surroundings and there is no objection to the loss of the social club.

6.6i **Highways issues.**

With respect to highway safety matters the advice from Central Government set out in the National Planning Policy Framework (NPPF) is as follows:

*Development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe.*

The term severe is locally interpreted as situations, which have a high impact, likely to result in loss of life, or a higher possibility of occurrence with a lower impact.

- 6.6ii All the neighbours who commented on this application are generally in favour of the scheme to redevelop the site but have significant concerns about the car free nature of development and the lack of a full width footway onto Goldsmiths Lane. The concerns relate to where residents will park in an area where there are parking restrictions and where parking can already be problematic. Delivery and refuse vehicles also pose a

problem. Given the previous use of the site, the net impact of the development would be negligible; indeed it is expected to result in a slight reduction of vehicular movements due to the reduction in the number of units.

- 6.6iii **In respect of pedestrian access**, the proposed development will result in increased pedestrian traffic along this narrow footway on Goldsmiths Lane. This is currently a stretch of carriageway of about 4m in width which contains sporadic pieces of footway that are not connected. Because the applicant intends the development to be a car-free one, safe pedestrian and cycle access from the development to St. Martins Street and Market Place is vital. The use of the existing footway is also constrained because of an existing drainage problem, which means pedestrians tend to get splashed during period of wet weather, thereby providing a disincentive to walk along it. The applicant's Transport Consultant has liaised with both OCC and the Road Safety Engineering team and a package of off-site improvements that should be completed under S278 of the Highways Act 1980 has been agreed.

These improvements comprise:

- The insertion of a virtual footway on the western side of Goldsmiths Lane from the point at which it meets The High Street to the point at which the existing footway begins immediately north of the eastern frontage of the existing social club. And
- The insertion of a gully on the western side of Goldsmiths Lane immediately east of the existing footway and the eastern frontage of the social club. The gully would need to link to the existing drain on the corner of Kinecroft and Goldsmiths Lane.

These improvements have been incorporated in the amended plans and have overcome the highway concerns.

- 6.6iv **Car free development.** The development is designed to be a car-free development. Given the constraints at the access onto Goldsmiths Lane and the existence of buildings across much of the site, it is simply not possible to provide any parking. However, the site is in a highly sustainable location approximately 200m from St. Martins Street and Market Place, where residents can catch the X39/X40 bus service which operates between Oxford and Reading via Wallingford on a half-hourly basis between Monday and Saturday and on an hourly basis on a Sunday. They can also access service X2, which operates between Oxford and Wallingford via Abingdon, Milton Park, and Didcot on a half hourly basis, Monday – Saturday, and on an hourly basis on Sundays. In addition, National Cycle Network Route 5 runs along High Street (approximately 50 metres from the development site). With such good access to public transport and other town centre facilities residents would not need vehicles to access day to day services.

- 6.6v The applicant has completed surveys of the public car park immediately east of Goldsmiths Lane south-east of the proposed development to support their conclusion that there will be adequate nearby parking for residents who may have cars. These surveys show that both of the peak hours of usage by the general public are within the daytime and at a time when residents are unlikely to need to park there. OCC highway dispute the applicant's assertion for the following reasons,
- the car park, which has 137 spaces, might lose some spaces due to the construction of another development that will back on to it,
  - the car park does not allow resident permits, and
  - at a site visit mid-afternoon on a week day showed that the car park was full.

Even with the question of demand on local car parks due to the presence of double yellow lines in surrounding streets, residents who have cars are unlikely to park unsafely. OCC consider that this issue is an amenity problem rather than one of highway safety, and not a reason for objection.



- 6.vi **Cycle parking.** With a car free development it is essential to provide parking facilities for an alternative forms of transport such as cycling. The applicant appears, from the plan provided, to want to use a communal cycle store with 30 high-low cycle stands. Subject to these being a minimum of 40m apart and the store having a minimum 1m aisle width between the stands and the front wall and doors of the store these facilities are considered acceptable.
- 6.6vii **Refuse collection.** Paragraph 6.15 of Oxfordshire County Council's Residential Roads Design Guide states that a refuse vehicle must be able to reach refuse collection within 5m for large communal refuse bins. The applicant has provided an amended plan which shows that this is possible with the refuse lorry stationed on Goldsmiths Lane. On this basis there is no reason for objection.

**Summary of highway comments.** The Highway Engineer has no objection to the scheme subject to a number of conditions in relation to the access details, provision of turning and parking areas and drainage.

- 6.7i **Impact on the Heritage assets.** Paragraph 132 of the NPPF requires 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 more important the asset, the greater the weight should be. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

Paragraph 134 makes clear that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

Paragraph 137. Encourages LPAs to look for opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably.

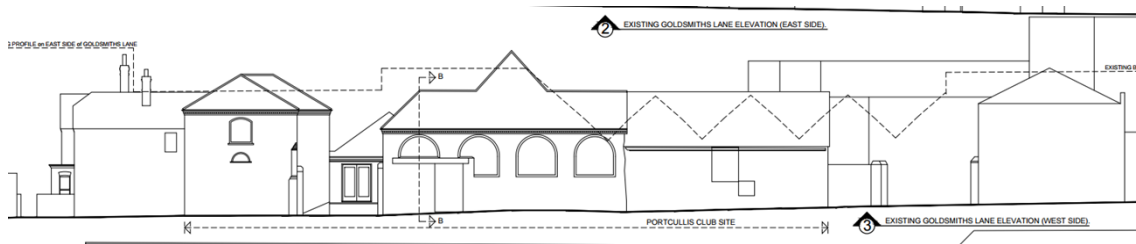
Paragraph 138. Not all elements of a World Heritage Site or Conservation Area will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area or World Heritage Site should be treated either as substantial harm under paragraph 133 or less than substantial harm under paragraph 134, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area or World Heritage Site as a whole.

Paragraph 139. Local planning authorities should assess whether the benefits of the proposal for enabling development, which would otherwise conflict with the planning policies but would secure the future conservation of a heritage asset, outweigh the benefits of departing from those policies.

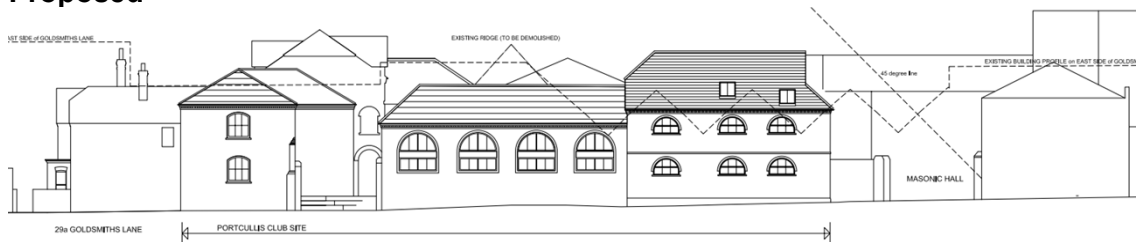
**6.7ii Character and setting of the listed buildings.**

Overall, the principle of the proposed demolitions and conversions are acceptable and largely respond to the industrial character of the site. Officers have no objection to the addition of another storey over the existing single storey range on Goldsmiths Lane. There is a variety of different roof levels along the whole length of the road and the addition of a further storey will add to this variety. Whilst this will further enclose this part of Goldsmiths Lane, I consider that the increase in eaves level will not result in excessive height adjacent to the other retained buildings such that the setting of the listed building will not be compromised.

**Elevation to Goldsmiths Lane  
Existing**



**Elevation to Goldsmiths Lane  
Proposed**



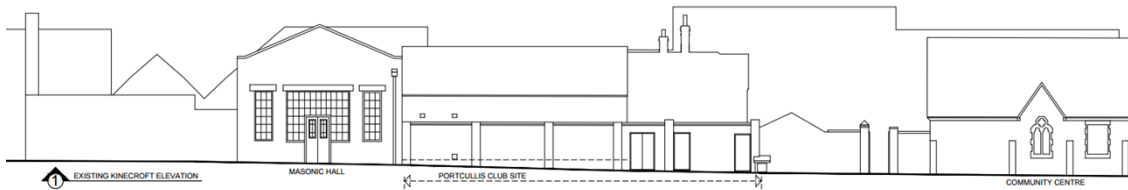
**6.7iii Character of the conservation area.**

Overall with the amended plans the proposal will enhance the special interest of the conservation area and are in keeping with the simple former industrial character of this part of the conservation area on Goldsmiths Lane and adjoining open space of the Kinecroft.

**6.7iv Setting of Scheduled Monument.**

The original scheme included a three storey flat roof parapet in a mock Georgian style which was at odds with the relatively low key character of the existing buildings. Amended plans have been submitted which have reduced the bulk of this element and used a pitch roof design as shown below. Your officers now feel that the design is now more in keeping with the historic and simple industrial nature of this part of the conservation area and will not compromise the setting of the Scheduled Monument.

### Elevation to Kine Croft Existing



### Elevation to Kine Croft Proposed



6.7v It is acknowledged that there is no up-to-date conservation area appraisal for Wallingford. However, a draft version of an area appraisal from 2012 is publically available and this application has been considered with regard to the significance of the conservation area, as outlined above, and in line with Historic England's Conservation Area Designation, Appraisal and Management: Historic England Advice Note 1 (2016). In accordance with paragraph 129 of the NPPF, the significance of the designated conservation area and other assets have been assessed and the potential impact of the application scheme on the heritage assets has been duly considered.

6.8i **Amenity/ Provision of gardens.** Minimum standards for garden areas for new residential development are recommended in the South Oxfordshire Design Guide and in Policy D3 of the Local Plan. In this case a minimum of 50 square metres of private garden area would be required for each 2 bedroom units and 35 square metres for one bed units. Some of the units have their own private garden areas, all have access to the paved communal courtyard but many of the units are below the required standard. However, there is easy access to the adjacent Kine Croft and Bull Croft park and other town centre amenities which more than makes up for any lack of private space.

6.9 **Affordable Housing.** Policy CSH3 of the SOCS requires that of housing developments of 3 or more units, a 40% provision of affordable housing should be made. However, in May 2016 the Court of Appeal effectively re-instated the Government's ministerial statement on affordable housing from November 2014. This means that developments of no more than 10 homes (with a gross floorspace not exceeding 1,000 sq m) would be exempted from levies for affordable housing and tariff-based contributions.

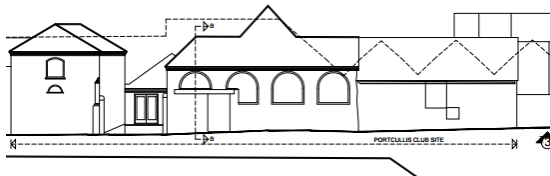
In this case the agent has submitted a detailed viability statement. There are considerable additional costs when developing a restricted urban site, including demolitions and site clearance, together with costs of adapting the existing structures, where retained. The submitted information demonstrates that the scheme is only just viable for the scheme proposed and if any affordable housing was provided the scheme would not be viable. Where viability is an issue Policy CSH3 provides for a reduced or no provision of affordable housing which is the case with this scheme.

6.10 **Housing mix.** Policy CSH4 of the SOCS seeks an appropriate mix of dwelling types and sizes and on schemes of over 10 dwellings 10% should be designed to meet

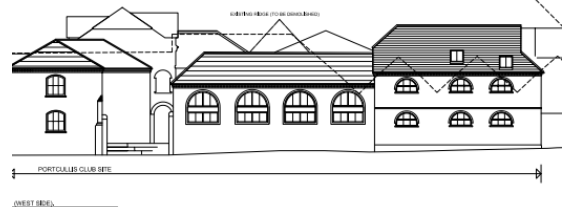
current lifetime home standards. This scheme would be made up of 1 and two bedroom units, which does not strictly meet the requirements of policy CSH4. However, as this accommodation will small units in a highly sustainable location and given the range of property sizes in the area and the need for small units there is no objection in this case.

**Neighbour impact.** The main residential neighbours affected by this proposal are the properties in The Mint on the opposite side of Goldsmiths Lane. The windows on the existing elevation to Goldsmiths Lane have been previously blocked and do not offer views onto the properties opposite. The Mint properties have a number of windows at varying levels and of varying sizes looking onto Goldsmiths Lane. Residents of the Mint have expressed concerns about potential direct overlooking between windows at a distance of some 4.5 metres. Whilst many of the windows on the Goldsmiths Lane elevation are high level, I consider that the neighbour concerns are valid and in the circumstances a condition is recommended to ensure that all new windows in the Goldsmiths Lane Elevation are obscure glazed and retained as such.

**Existing elevation to the mint**



**Proposed elevation to the mint**



6.11 **Community Infrastructure Levy (CIL).** The council's CIL charging schedule has been adopted and applies to relevant proposals from 1 April 2016. CIL is a planning charge that local authorities can implement to help deliver infrastructure and to support the development of their area, and is primarily calculated on the increase in footprint created as a result of the development. In this case CIL is liable for the new areas of floor space amounting to £19,032.00.

6.12 **Oxfordshire County Council Infrastructure contributions.** The County Council require a S278 agreement for the road improvements and this will follow after the granting of planning permission. The County Council have also asked for contributions for improvements to the bus service. There is no legal agreement proposed for this development and given the viability issues no contributions are sought from this development. The developer will have to fund waste bins and street naming.

## 7.0 CONCLUSION

7.1 As set out under the 'principle of development' section of this report this application needs to be assessed against the presumption in favour of sustainable development at paragraph 14 of the NPPF unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits. The report describes the proposals in full and assesses the proposal against the relevant material planning considerations. The three strands of sustainable development are set out at paragraph 7 of the NPPF as economic, social and environmental. My conclusions against each of the strands is summarised below.

Wallingford is a sustainable location where infill development and redevelopment of existing sites is permitted in principle.

The loss of the community facility appears to be justified in the supporting information. The scheme would reduce the footprint of the existing building removing elements that are not attractive and do not contribute positively to the character of the area. The retained historic elements can be accommodated on the site in a way that conserves the setting of the surrounding listed buildings and enhances the character of the conservation area.

The design and materials will better reflect local vernacular and building materials and would positively enhance the wider character of the area, the setting of the conservation area or the setting of listed buildings. The site affords some amenity space but is immediately adjacent to a public park which will offset the under provision on site.

Parking concerns are noted but in this highly sustainable location the scheme could function as a car free development.

*Economic role*

The Government has made clear its view that house building plays an important role in promoting economic growth. In economic terms, the scheme would provide construction jobs and some local investment during its build out, as well as longer term expenditure in the local economy supporting the ongoing vibrancy of the town. I consider that moderate weight should be afforded to this benefit.

*Social role*

The proposal helps to support strong, vibrant and healthy communities, by providing the supply small units required to meet the needs of present and future generations. It also does this by creating a high quality built environment. I consider moderate weight should be given to these social benefits.

*Environmental role*

In environmental terms, the scheme offers opportunities for enhancement of the area by bringing back the buildings into a viable new use, which is a matter to which I afford moderate weight. The impacts on the character of the conservation area and the setting of listed buildings and the Scheduled Monument is also acceptable.

Taking into account the benefits of the development and weighing these against the limited harm, I consider that the proposal represents a sustainable development, consistent with Para.14 of the NPPF and Policy CS1 of the South Oxfordshire Core Strategy. The proposal would contribute towards the objective to boost the supply of housing, consistent with Para.47 of the NPPF.

Therefore, placing all of the relevant material considerations in the balance I conclude that the limited adverse impacts would not significantly and demonstrably outweigh the benefits of the proposal and recommend the application for approval. The scheme would not result in a materially harmful unneighbourly impact to adjacent properties. An under provision of normal parking standards is acceptable given the previous use on the site and the highly sustainable location. As such the development accords with the relevant development plan policies and the provisions of the NPPF.

8.0 **RECOMMENDATION**

8.1 **That planning permission is granted subject to the following conditions:**

- 1 : Commencement within three years - full planning permission.**
- 2 : Approved plans.**
- 3 : Works to match existing.**

- 4 : Details of refuse and recycling storage shall be submitted.
- 5 : Further photographic recording required.
- 6 : Construction traffic management.
- 7 : Travel information pack.
- 8 : Highways drainage.
- 9 : Wildlife protection (mitigation as approved.)
- 10: Archaeology (submission and implementation of written scheme of investigation).
- 11: Air quality.
- 12: Remediation method statement and verification report.
- 13: Withdrawal of permitted development rights (Part 1 all classes).
- 14: Cycle parking.
- 15: Hours of operation for construction.
- 16: Indoor noise levels.
- 17: Lighting.
- 18: Control of dust during construction.
- 19. Obscure glazing to windows on Goldsmiths Lane frontage.

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