

## **OXFORDSHIRE COUNTY COUNCIL'S RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL**

**District:** Cherwell

**Application no:** 21/03918/F

**Proposal:** Conversion of 2-6 Waterperry Court to a hotel (Use Class C1) including eastern extension, associated car parking, landscaping and ancillary works

**Location:** Waterperry Court, 2-6 Middleton Road, Banbury

**Date:** 11 January 2022

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This report sets out the officer views of Oxfordshire County Council (OCC) on the above proposal. These are set out by individual service area/technical discipline and include details of any planning conditions or Informatives that should be attached in the event that permission is granted and any obligations to be secured by way of a S106 agreement. Where considered appropriate, an overarching strategic commentary is also included. If the local County Council member has provided comments on the application these are provided as a separate attachment.

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## **General Information and Advice**

### **Recommendations for approval contrary to OCC objection:**

If within this response an OCC officer has raised an objection but the Local Planning Authority are still minded to recommend approval, OCC would be grateful for notification (via [planningconsultations@oxfordshire.gov.uk](mailto:planningconsultations@oxfordshire.gov.uk)) as to why material consideration outweighs OCC's objections, and to be given an opportunity to make further representations.

### **Outline applications and contributions**

The anticipated number and type of dwellings and/or the floor space may be set by the developer at the time of application which is used to assess necessary mitigation. If not stated in the application, a policy compliant mix will be used. The number and type of dwellings used when assessing S106 planning obligations is set out on the first page of this response.

In the case of outline applications, once the unit mix/floor space is confirmed by reserved matters approval/discharge of condition a matrix (if appropriate) will be applied to establish any increase in contributions payable. A further increase in contributions may result if there is a reserved matters approval changing the unit mix/floor space.

### **Where a S106/Planning Obligation is required:**

- **Index Linked** – in order to maintain the real value of S106 contributions, contributions will be index linked. Base values and the index to be applied are set out in the Schedules to this response.
- **Administration and Monitoring Fee - TBC**  
This is an estimate of the amount required to cover the monitoring and administration associated with the S106 agreement. The final amount will be based on the OCC's scale of fees and will be adjusted to take account of the number of obligations and the complexity of the S106 agreement.
- **OCC Legal Fees** The applicant will be required to pay OCC's legal fees in relation to legal agreements. Please note the fees apply whether a S106 agreement is completed or not.

**Security of payment for deferred contributions** - Applicants should be aware that an approved bond will be required to secure a payment where a S106 contribution is to be paid post implementation and

- the contribution amounts to 25% or more (including anticipated indexation) of the cost of the project it is towards and that project cost £7.5m or more
- the developer is direct delivering an item of infrastructure costing £7.5m or more
- where aggregate contributions towards bus services exceeds £1m (including anticipated indexation).

A bond will also be required where a developer is direct delivering an item of infrastructure.

The County Infrastructure Funding Team can provide the full policy and advice, on request.

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## **Transport Schedule**

**Proposal:** Conversion of 2-6 Waterperry Court to a hotel(Use Class C1) including eastern extension , associated car parking, landscaping and ancillary works.

The proposals seek to convert the existing office building into an 87bedroom hotel. The parking will be partially retained to provide 41 parking spaces, including three wheelchair accessible spaces. Ten electric vehicle parking spaces will also be provided.

## **Recommendation:**

**No Object** subject to conditions

The TDC Officer has no objection to the above application in principle provided the Applicant addresses the Officer comments satisfactorily and complies with the following planning conditions:

## **Conditions**

### **Car Park Layout Plan**

- Prior to commencement of the development, a plan detailing the layout of the car parking area shall be submitted to, and approved by, the Local Planning Authority. The Car Park Layout Plan must set out so that all car parking spaces meet the minimum dimensions required and can be safely and easily accessed. The parking Layout Plan should include a designated coach and Taxi pickup/drop off and parking areas.

*Reason: in the interest of highway safety*

- **Cycle Parking**

Before the development permitted is commenced details of the cycle parking areas, including dimensions and means of enclosure, shall be submitted to, and approved in writing by, the Local Planning Authority. The approved Cycle areas shall thereafter be retained solely for the purpose of the parking of cycles.

*Reason: To encourage the use of sustainable modes of transport*

- **Travel Plan.**

Prior to first occupation an updated Travel Plan Statement shall be submitted to and approved by the Local Planning Authority.

*Reason: To encourage the use of sustainable modes of transport*

- **Construction Traffic Management Plan (CTMP)**

A Construction Traffic Management Plan should be submitted to the Local Planning Authority and agreed prior to commencement of works. This should identify among others state; the routing of construction vehicles, access arrangements for construction vehicles, Details of times for construction traffic

and delivery vehicles, which must be outside network peak and school peak hours to minimize the impact on the surrounding highway Network)

*Reason: In the interests of highway safety and to mitigate the impact of construction vehicles on the surrounding network, road infrastructure and local residents, particularly at peak traffic times.*

- **Delivery Service Plan -**

Prior to occupation of the hotel, A DSP for the development supported by a scaled drawing showing a designated delivery and loading area, should be provided for approval LPA.

*Reason: In the interests of highway safety*

- **Details of Refuse storage and collection arrangement**

Details of size of and number of bins should be provided for approval. Prior to occupation, A scaled and dimensioned drawing showing swept path of Refuse vehicle access exiting the and the standing area should for approval by the LPA

*Reason: In the interests of highway safety*

### **Key points**

- Construction Traffic Management Plan
- Travel Plan
- Cycle storage Plan
- Car parking and Coach Parking Facility, Taxi pick- up drop off-area.
- Delivery Service Plan

### **Comments:**

The site is close to Banbury Town Centre and benefits from being very close to Banbury train station, a bus station, and a shopping centre – Castle Quay.

The existing site currently comprises of five self-contained office buildings making up 1,462 sqm. The units are a mixture of four and five storey units, including basement to the rear, with 52 parking spaces.

The site is bordered by the railway line to the west, Bridge Street to the north, Merton Street to the east and a Royal Mail building to the south.

The existing site vehicle access will be retained for the proposals. Cycle parking provision will also be provided, with servicing retained internally via Waterperry Court.

The TA confirms that majority of visitors and staff will access the site by public transport. Banbury Railway station is 3minutes walk away, 23 different bus routes, and a range of community amenities are within its proximity and accessible on foot or by cycle.

**Trip generation** -the TA has provided the trip data base figures for both the existing (office use) and proposed (hotel use of the site) in tables 3 and 4.

Accordingly, the trip assessment suggests the current office land use would generate 76 vehicle trips per day carrying 82 occupants, along with 33 public transport trips and 121 pedestrian trips. For the AM (08:00-09:00) and PM (16:00- 17:00) peak periods, 9 vehicle and 10 vehicle movements will be generated respectively

In contrast using the TRICS database Surveys the 87 -bedroom town centre hotel will generate an estimated 194 vehicles per day carrying 231 occupants, 60 public transport and 316 pedestrian trips per day.

The net effect of the development compared to the site's current use would be an increase of 118 vehicle trips (and associated vehicle occupant trips) per day. During the AM peak hour (07:00-08:00) there would be 11 additional vehicle trips and 11 additional during the PM peak hour (18:00-19:00) The hotel proposal is expected to generate demand for an additional 20 taxi trips, five OGV, one cyclist, 27 public transport trips and 195 pedestrians.

Given the confirmation of the above net marginal generation AM and PM peak trip figures of the existing and proposed use, it reiterates that most of these trips would be contra to the general direction of traffic, with hotel guests leaving the area during the AM peak against the inbound trips (journey to work, shopping, school etc.)

**Parking Stress**-Table 8 in the TA shows the average number of cars parked overnight within the parking opportunities in the survey area and Appendix E the full parking stress survey results. The submitted parking stress Surveys were conducted in October 2021, during the COVID pandemic, and so the results cannot be considered representative of the 'normal' usage of the car park. The transport Officer therefore has some concerns over the presented parking stress data. It is also stated in the worst-case scenario (at full occupancy) the overnight additional 18 over spill parking demands will be accommodated by the Station East Car Park. Details for measures necessary to comply with this requirement will be needed.

During the pre-lockdown weekday evenings, traffic exiting the car park, coupled with vans exiting and entering the Royal Mail depot, occasionally cause congestion on Higham Way/Merton Street. It may therefore be necessary to reinforce compliance with existing yellow box control measure at the junction of Waterperry Court/ Merton Street to enable vehicles to enter or exit the hotel car park, if there is congestion from traffic leaving the multi-storey car park. Despite these comments, OCC has no formal objection to the development's generated traffic impacts on the Highway

**Service trips**-Based on similar sized hotels, the proposed hotel would be expect 6 delivery trips per week by 18 tonne rigid vehicle (9.88m length x 2.51m width) 1 alcohol delivery trip per week by dray, and 3 Refuse and recycling collections by private contractor refuse vehicle per week. Details of Refuse storage and collection arrangements will be required for consideration.

**Car and Cycle Parking** -Three of the proposed retained 41 parking spaces are wheelchair accessible. The TA has confirmed that the hotel will not be marketed for coach trips, however parking details of drop off and pick up facilities for coaches should be provided for when this is needed . The LHA welcomes the provision of 25% (10 spaces) of the total parking spaces with electric charging points. The applicant should ensure at least one of the disabled bays has access to an EVC point. A covered, secured and conveniently located 11no. cycle parking stands in compliance with OCC's Policy will be provided for the development.

**Travel Plan** – The submitted Travel Plan Statement does not meet Oxfordshire County Council requirements. Please see below for the required changes:

- Page 3  
Estimated date of occupation is needed
- Page 5  
What cycle infrastructure is nearby(e.g. cycle lanes)?
- Page 9 – measures and initiatives  
How will the person responsible for the implementation of measures be Identified?
- Actions to reduce single occupancy car travel  
How will car sharing for hotel visitors be promoted?
- Actions to promote cycling  
Could have pool bikes for hotel visitors to use
- Planning application number can be updated

Based on the above comments, the LHA does not have objection to the above application from the Highways and Transportation perspective, provided the above comments and conditions are addressed by the Applicant.

**Officer's Name: Francis Hagan**

**Officer's Title: Senior Transport Planner**

**Date: 07/01/2022**

**Application no: 21/03918/F**

**Location: Waterperry Court, 2-6 Middleton Road, Banbury**

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## **Lead Local Flood Authority**

### **Recommendation:**

No Objection Subject to Conditions

### **Conditions:**

Construction shall not begin until a detailed surface water drainage scheme for the site, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall include:

- A compliance report to demonstrate how the scheme complies with the “Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire”;
- Full drainage calculations for all events up to and including the 1 in 100 year plus 40% climate change;
- A Flood Exceedance Conveyance Plan;
- Comprehensive infiltration testing across the site to BRE DG 365;
- Detailed design drainage layout drawings of the SuDS proposals including cross-section details;
- Detailed maintenance management plan in accordance with Section 32 of CIRIA C753 including maintenance schedules for each drainage element, and;
- Details of how water quality will be managed during construction and post development in perpetuity;
- Confirmation of any outfall details.
- Consent for any connections into third party drainage systems

### **Conditions:**

Prior to first occupation, a record of the installed SuDS and site wide drainage scheme shall be submitted to and approved in writing by the Local Planning Authority for deposit with the Lead Local Flood Authority Asset Register. The details shall include:

(a) As built plans in both .pdf and .shp file format;

(b) Photographs to document each key stage of the drainage system when installed on site;

(c) Photographs to document the completed installation of the drainage structures on site;

(d) The name and contact details of any appointed management company information.

**Officer's Name: Sujeenthan Jeevarangan**

**Officer's Title: LLFA Planning Engineer**

**Date: 22/12/2021**

**Application no: 21/03918/F**

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## **Archaeology**

### **Recommendation:**

Select Recommendation

### **Key issues:**

### **Legal agreement required to secure:**

### **Conditions:**

### **Informatives:**

### **Detailed comments:**

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.

**Officer's Name: Victoria Green**

**Officer's Title:** Planning Archaeologist

**Date:** 08/12/2021