

**Waterperry Court 2-6 Middleton Road Banbury
OX16 4QG**

21/03918/F

Case Officer: Wayne Campbell

Recommendation:

Applicant: Waterperry Court Development Ltd & Travelodge Hote

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

Expiry Date: 1 April 2022

Extension of Time: 1 April 2022

1. APPLICATION SITE AND LOCALITY

- 1.1. The application site is a vacant office building located in the commercial area of Banbury Town Centre. The building is a mixed height of 2 and 4 storey and occupies a prominent position on a busy junction. The building is adjacent to Banbury's train station and close to the town's bus station and to the south is Banbury's main Royal Mail sorting office with associated parking and service-yard areas.
- 1.2. The site is located adjacent to the Banbury Conservation Area and to a grade II listed building. Areas of the site to the rear are located within Flood Zone 3.

2. DESCRIPTION OF PROPOSED DEVELOPMENT

- 2.1. This application relates to the proposed conversion of this office building into a hotel. The works includes all internal works to convert the office space into hotel accommodation as well as a number of extensions to the ends of the building to improve the adaption of the building. The alterations also include changes to the external appearance of the building with new cladding and the replacement of the pitch roof with a new flat roof.
- 2.2. To the rear the proposal is for the retention of the existing car park with improvements to the landscaping around the car parking area.

3. RELEVANT PLANNING HISTORY

- 3.1. The following planning history is considered relevant to the current proposal:

21/00303/F Removal of Condition 11 (use of building) of 89/00546/N Withdrawn

20/03558/O56 Prior Approval for the change of use from office (Use Class B1a) to residential (Use Class C3) to create 30 self-contained flats Refused

20/02817/O56 Prior Approval for the Change of Use from office (B1a) to residential (C3) to create 30 self-contained flats Withdrawn

18/01785/F Change of use from office use (B1) to driving centre (sui generis) Withdrawn
04/02191/F Change of use of ground floor and part first floor to recruitment agency class A2 use (Unit 4) Approved

CHN.546/89 Six office units in terrace formation with undercroft and surface parking to provide a total 59 car spaces. New access. Approved

4. PRE-APPLICATION DISCUSSIONS

- 4.1. The following pre-application discussions have taken place with regard to this proposal:

21/02585/PREAPP: Conversion of 2-6 Waterperry Court from offices (use class B1/E(g)) to hotel (use class C1). Principle considered acceptable subject to further details in terms of materials, marketing assessment, highway assessment and impact on Conservation Area and setting of adjacent listed building.

5. RESPONSE TO PUBLICITY

- 5.1. This application has been publicised by way of a Site Notice displayed near the site, expiring **5 January 2022**, by advertisement in the local newspaper expiring **1 January 2022** and by letters sent to properties adjoining the application site that the Council has been able to identify from its records. The overall final date for comments was **25 March 2022**.

- 5.2. The comments raised by third parties are summarised as follows:

- Site should be used for housing perhaps flats; already have a new hotel in Banbury plus all the other hotels like Cromwell Lodge, etc.
- What point is there in having yet another hotel whilst there remains nothing of interest for visitors.
- What we really need in Banbury is good affordable housing not more hotels.
- Proposed building looks ugly and is not in keeping with the area! The current building actually looks more visually appealing.
- What provisions have been recommended for that junction with Merton Street and Middleton Road. Often the lights change green but the traffic from Merton Street cannot move because the cars on Middleton Road are backed up blocking the ability to join Middleton Road.
- At certain times of the day there is school traffic, mosque traffic, train car park traffic, Royal Mail traffic and resident traffic.
- 87 rooms and only 41 parking spaces where are the rest of the guests going to park we already have major problems with people who use the train station parking in the surrounding streets rather than pay the very high prices charged at the train station car park,
- Mosque and school parking which block the streets and if this is approved the surrounding streets will become total gridlock.
- Budget hotel opposite would devalue my property - and the immediate area in general.
- Surrounding area has many beautiful old houses, including a listed building directly opposite the site and a Travelodge would not be 'in keeping' with what is there already.
- The building has a very busy and noisy railway line directly behind it and a busy road junction in front.

- 5.3. The comments received can be viewed in full on the Council's website, via the online Planning Register.

6. RESPONSE TO CONSULTATION

- 6.1. Below is a summary of the consultation responses received at the time of writing this report. Responses are available to view in full on the Council's website, via the online Planning Register.

PARISH/TOWN COUNCIL AND NEIGHBOURHOOD FORUMS

- 6.2. BANBURY TOWN COUNCIL: Supports the application

OTHER CONSULTEES

- 6.3. OCC Highways: No objections subject to conditions.
- 6.4. OCC Drainage: No objection subject to conditions
- 6.5. CDC Conservation Officer: No objections subject to conditions
- 6.6. CDC Building Control: Comment. 1) The proposed layout for fire safety means-of-escape does not appear to be in accordance with the guidance in Approved Document B - with dead-end conditions and excess travel distances particularly on the ground and second floor levels. It is likely that an additional fire exit will be required for the proposed Bar/Servery area, which should also be separated from the main entrance lobby to protect the main escape route; 2) It is unclear as to whether Fire Service Rescue vehicle access will be adequate, in which case fire mains will be required inside the building; 3) Thermal and sound insulation upgrades will be required to the building; 4) Compliance with "Part M1 - access to and use of buildings other than dwellings" will need to be demonstrated.
- 6.7. CDC Economic Growth: Support this proposal. The proposed redevelopment and change-of-use of these premises to a hotel would contribute towards the vitality of the town centre and complement the economic development aims of the Council.
- 6.8. CDC Environmental Health: No objections subject to conditions.
- 6.9. Thames Water: No objections subject to conditions.
- 6.10. Canal & River Trust: No objections
- 6.11. Environment Agency: No objections subject to conditions.

7. RELEVANT PLANNING POLICY AND GUIDANCE

- 7.1. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.
- 7.2. The Cherwell Local Plan 2011-2031 - Part 1 was formally adopted by Cherwell District Council on 20th July 2015 and provides the strategic planning policy framework for the District to 2031. The Local Plan 2011-2031 – Part 1 replaced a number of the 'saved' policies of the adopted Cherwell Local Plan 1996 though many of its policies are retained and remain part of the development plan. The relevant planning policies of Cherwell District's statutory Development Plan are set out below:

CHERWELL LOCAL PLAN 2011 - 2031 PART 1 (CLP 2015)

- PSD1: Presumption in Favour of Sustainable Development
- SLE 1: Employment Development
- SLE 2: Securing Dynamic Town Centres
- SLE 3: Supporting Tourism Growth
- SLE 4: Improved Transport and Connections
- BSC 8: Securing Health and Well-Being
- ESD 1: Mitigating and Adapting to Climate Change
- ESD 2: Energy Hierarchy and Allowable Solutions
- ESD 3: Sustainable Construction
- ESD 4: Decentralised Energy Systems
- ESD 5: Renewable Energy
- ESD 6: Sustainable Flood Risk Management
- ESD 7: Sustainable Drainage Systems (SuDS)
- ESD 15: The Character of the Built and Historic Environment

CHERWELL LOCAL PLAN 1996 SAVED POLICIES (CLP 1996)

- T2 Proposals for hotels, motels, guest houses and restaurants within settlements
- C28 Layout, design and external appearance of new development

7.3. Other Material Planning Considerations

- National Planning Policy Framework (NPPF)
- Planning Practice Guidance (PPG)

8. APPRAISAL

8.1. The key issues for consideration in this case are:

- Principle of development
- Design and Heritage Impact
- Highway Safety
- Residential amenity
- Drainage

PRINCIPLE

8.2. It is considered that the commercial use of the site would be retained to a certain degree in that the hotel use is a form of commercial use in its own right. Notwithstanding this, Policy SLE1 of the CLP 2015 states that in cases *where planning permission is required existing employment sites should be retained for employment use unless the following criteria are met:*

- *the applicant can demonstrate that an employment use should not be retained, including showing the site has been marketed and has been vacant in the long term.*
- *the applicant can demonstrate that there are valid reasons why the use of the site for the existing or another employment use is not economically viable.*

- *the applicant can demonstrate that the proposal would not have the effect of limiting the amount of land available for employment.*
- *Regard will be had to whether the location and nature of the present employment activity has an unacceptable adverse impact upon adjacent residential uses. Regard will be had to whether the applicant can demonstrate that there are other planning objectives that would outweigh the value of retaining the site in an employment use.*

8.3. Policy SLE3 also supports the improvement / enhancement of tourism growth within the District. Under this Policy the Council will *support proposals for new or improved tourist facilities in sustainable locations, where they accord with other policies in the plan, to increase overnight stays and visitor numbers within the District.* The provision of a new hotel in the Town centre close to public transport links and town centre facilities would be seen as complying with this Policy.

8.4. Officers consider that the viability assessment submitted in support of this application confirms that due to *“the low level of demand for offices in Banbury, which corresponds with low rents, plus the high cost of refurbishing a building, such as the Property, combined with the long letting period for a property of this nature, means the Viability Appraisals show varying degrees of loss for the developer”.* In addition to this the commercial report prepared by White Commercial on the current business market for Banbury emphasise that *“marketing of the property for both office and residential accommodation produced a good deal of interest and during the marketing period White Commercial responded with additional information and plans which resulted in serious responses being received from those parties”.* However, it is clear from the details submitted that *White Commercial received no interest in the accommodation from any Office Occupiers.*

8.5. The Council’s Economic Development Officer, commenting on this application, notes that the proposal would appear to respond to market demand (of Travelodge) which has been around for some years. It is also accepted that the market for such ‘budget’ hotels is stronger than the office market and, indeed, that hotels play an important role in supporting and serving other enterprises locally. This would hopefully mean that the development’s viability would be enhanced, meaning that the premises can be more readily be returned to a productive service and employment use. It is also considered that the provision of a café, on-site parking (with e-chargers) are welcome, as are the jobs to be created – ideally with a skills and employment plan to indicate how the hotel operator would work with e.g. the college, Job Centre and economic growth team to ensure in advance the successful refurbishment of the building and, in particular, the recruitment and development of the skills of the workforce.

8.6. It is considered that a case has been demonstrated that the continued use of the building as an office is not viable currently. As such an alternative use for the building is to be sought. Several objections have been received from local residents stating that an additional hotel is not required and that the site should be used for residential use. The use of the site as a residential use would result in the complete loss of an employment site from the Town Centre. Furthermore, a previous application for the conversion of the building to apartments was considered as an inappropriate development for two reasons the second being the following:

By virtue of its siting adjacent to the commercial operations of Banbury Royal Mail Sorting Office and Banbury train station and associated Birmingham to London railway line, the proposed development would be adversely affected by noise, thereby resulting in an unacceptable living environment for the occupiers of the proposed residential units. Insufficient information has been submitted to

demonstrate that such harm could be appropriately mitigated against or that an appropriate internal living environment could be provided. The development would not provide a good standard of amenity for the proposed residents and does not result in sustainable development, contrary to Policy ESD15 of the Cherwell Local Plan Part 1, saved Policies C30 & ENV1 of the Cherwell Local Plan 1996 and Government advice within the National Planning Policy Framework.

- 8.7. The hotel use would require residents to sleep over night and that the position of the railway station is a material consideration; however, the use of the hotel compared to residential is different in that occupiers are there for a short period of time. For these reasons it is considered that in this instance the suggested use as a hotel is an appropriate use and would complement and enhance the town centre to visitors and comply with Policy SLE3. Furthermore, although not providing the same potential employment figures as that as an office the hotel would provide a level of employment within the Town centre. As such it is considered that the principle of the hotel use of this vacant office building is acceptable.

DESIGN AND HERITAGE IMPACT

- 8.8. Policy ESD15 of the CLP 2015 provides guidance as to the assessment of development and its impact upon the character of the built and historic environment. It seeks to secure development that would complement and enhance the character of its context through sensitive siting, layout and high-quality design meeting high design standards and complementing any nearby heritage assets. Section 12 of the National Planning Policy Framework is clear that good design is a fundamental to what the planning and development process should achieve.
- 8.9. The application site / building is on an elevated position on a major road junction within Banbury and as such is in a prominent location. Furthermore, due to the scale and design of the building the site does act as an important feature within the street scene and therefore any changes to the building particularly in terms of the external cladding will have an impact on the visual amenity of the area. Notwithstanding this, the age and condition of the building is showing its age and does little to enhance the character of the Conservation Area nor setting of the listed building adjacent to the site.
- 8.10. In addressing this issue, the applicant seeks to cover the existing external wall with new panels to provide a fresher look but also to allow for a corporate image to the building. The proposal also includes an increase in height of the building would be as a result of the replacement of the pitch roof with a flat roof and with an extension over the eastern section of the building. A further extension would also be provided at the western end of the building towards the rear.
- 8.11. With regards to the details the panels on the front elevation would be Trespa cladding panel in Basalt grey. Other areas of the front elevation would maintain the existing red brickwork while in areas for the extension to increase the height of the building new red and buff brickwork to match the existing would be used. In areas where new brickwork is used a thin cill would be used between the new and the existing to ensure that where there is a difference, due to age and weathering, this will not appear apparent. It is accepted that this change in the appearance of the building in terms of both materials and extensions would have a significant impact upon the appearance and the street scene at this point in the town. Notwithstanding this point it is also accepted that the use of the materials would enhance the appearance of the building.
- 8.12. In considering the extensions it is clear that the overall height would be the same as the height of existing ridge, but the building would appear larger in that roof slope

would be replaced with an additional storey. The extensions to the west and eastern end of the building would replace the existing building with a new three storey down to a two-storey extension on the eastern end of the building while the extension to the west would remove the pitch roof area and extend the building on the rear elevations. The increase in height of the building although noticeable is not in itself considered unacceptable.

- 8.13. The site is located adjacent to the Banbury Conservation Area and the grade II listed former pub known as the Elephant and Castle Hotel. This pub is now vacant and benefits from planning permission for the conversion and extension to provide apartments. Changes have been made to the scheme during the application to reduce its impact on these heritage assets, including the reduction in the level of different materials used on the elevations and a more co-ordinated approach. Advice has been obtained from the Council's Conservation Officer on the amended proposals. It is considered that the reduction in the mix and number of materials has resulted in a simpler appearance and the dominance has moved back to brick; this in addition to the minor changes to the overall design of the building and the consistency of the new roofs has resulted in a more complementary appearance. The amended design maintains the step down in height at the eastern end of the site and is considered to reduce the more localised impact on the listed building. The simplified canopy/entrance would also help to reduce the visual impact and therefore is now not considered to detract from the Listed Building. Overall, on balance, the proposal is now not considered to result in demonstrable harm to the Listed Building as a result of development within its setting. As such it is considered that in terms of design and appearance that the proposal is acceptable.

HIGHWAY SAFETY

- 8.14. As highlighted above the site is located in a highly accessible location, close to the train station, bus station and town centre. By virtue of its location so close to the train station it is considered likely that many guests who would stay at the proposed hotel would use sustainable transport - the hotel would be likely to largely serve train passengers. However, the proposed provision on 41 car parking spaces for an c.87 bed hotel may be low as this needs to accommodate those guests who would travel by car, as well as staff.
- 8.15. In considering the application from a highway safety point of view the local highway authority has advised that the trip assessment submitted with the application 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 would be generated respectively. In contrast using the TRICS database Surveys the 87-bedroom town centre hotel would 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. Notwithstanding this point it is accepted that the 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.).
- 8.16. With regards to parking and the impact of the development of surrounding parking, it is accepted that the TA shows that 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 would be accommodated by the Station East Car Park. Details for measures necessary to comply with this requirement would 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.

- 8.17. Notwithstanding the above point it is noted that the economic impact study to be prepared – this would surely explain how the hotel would support other businesses, the town centre and therefore generate sustained benefits over the years to come. Any application should also give consideration to maximise the number of guests arriving by rail, potentially through collaboration with Chiltern Rail, maximising the use of sustainable transport and minimising any local impact. Overall, the remodelling and reuse of this relatively modern building as a hotel is acceptable in principle and the emerging detail also appeared very promising and the proposal from an economic development point of view is therefore encouraged.

RESIDENTIAL AMENITY

- 8.18. Saved Policy C30 of the CLP 1996 requires that a development must provide standards of amenity and privacy acceptable to the Local Planning Authority. These provisions are echoed in Policy ESD15 of the CLP 2015, which states that, *new development proposals should consider amenity of both existing and future development, including matters of privacy, outlook, natural lighting, ventilation and indoor and outdoor space.*
- 8.19. In considering this proposal although located within the Town Centre the closest neighbouring property is to the immediate south east of the building along Merton Road and Merton House which is a three-storey apartment block. In addition, the conversion of the vacant grade II listed former pub into apartments also needs to be taken into account. The Merton House apartment block is very similar in design to the changes sought on the application site with the use of brick, composite panels and a flat roof design. In terms of impact of the development on the amenity of the existing surrounding neighbours it is considered that there would be no adverse impact in terms of any loss of light, outlook or privacy. This is largely due to the distance between the development and the existing / approved residential apartments and the design of the proposed hotel.
- 8.20. In conclusion although it is accepted that the development of the site as a hotel would be of a different character and that the external changes are significant these alterations are not considered to be to the detriment of the neighbours' amenity.

DRAINAGE

- 8.21. This site to the rear is located partly within flood zones 2 and 3. Section 14 of the NPPF covers the issue of meeting the challenge of climate change, flooding and coastal change. Paragraph 167 of which states that *when determining any planning applications, local planning authorities should ensure that flood risk is not increased*

elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment. Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that:

a) within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;

b) the development is appropriately flood resistant and resilient;

c) it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;

d) any residual risk can be safely managed; and e) safe access and escape routes are included where appropriate, as part of an agreed emergency plan.

8.22. Paragraph 169 of the NPPF continues by stating that *major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The systems used should:*

a) take account of advice from the lead local flood authority;

b) have appropriate proposed minimum operational standards;

c) have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and

d) where possible, provide multifunctional benefits.

8.23. Policy ESD 6 of the CLP 2015 essentially replicates national policy contained in the NPPF with respect to assessing and managing flood risk. In short, this policy resists development where it would increase the risk of flooding and seeks to guide vulnerable developments (such as residential) towards areas at lower risk of flooding.

8.24. Policy ESD 7 of the CLP 2015 requires the use of Sustainable Drainage Systems (SuDS) to manage surface water drainage systems. This is with the aim to manage and reduce flood risk in the District

8.25. As part of the pre-application response the LLFA confirmed that the site is also subject to low levels of flooding from rivers or sea and information held shows patches of surface water flood risk and majority of the site is submerged in area of flooding from reservoirs. Furthermore, the site lies within Drinking Water Protected Areas (surface water) and Drinking Water Safeguard Zones (Surface Water). It's also situated in a medium risk area of Groundwater Vulnerability. Where car parking spaces are included in the proposal, water quality standards must be met.

8.26. In response to the LLFA's comments the application is supported by a detailed Flood Risk Assessment. Within which the applicant confirms that, in terms of impact on flood risk elsewhere, the proposed extensions are to the Eastern end of the existing development and these do not impact on the area of the site shown to be at risk from fluvial Flood Zone 3 nor the area at risk from surface water flooding hence the extended footprint would not displace flood waters. Compensation storage volume is therefore not required. With regards to Surface water arising, the FRA confirms that the footprint of the extension, a concrete apron, is currently drained as part of the site's wider drainage strategy. The post-development surface water run-

off volume would not increase therefore when compared to the pre-development level because there are no planned changes to impermeable/permeable areas. The use of SuDS, however, can help reduce the overall flow rates and volumes to the network. The FRA concludes that the proposed re-development of this site for a hotel is acceptable in terms of flood risk.

- 8.27. In considering this FRA the LLFA has confirmed no objections / comments to the proposed re-development. In addition to this, the Environment Agency raises no objections to the proposal subject to conditions being attached to any permission. Based on the above it is considered that the re-development of the site for a hotel would not result in any increased flood risk to the site nor surrounding neighbouring properties / land.

9. PLANNING BALANCE AND CONCLUSION

- 9.1. The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. Paragraph 8 requires that the three dimensions to sustainable development (economic, social and environmental) are not undertaken in isolation, but are sought jointly and simultaneously.
- 9.2. This site represents an existing commercial use within the confines of Banbury Town Centre. The site also occupies a prominent location at a major / busy road junction close to town centre amenities and public transport links. The use of the site for a non-commercial use would not be encouraged as the loss of commercial floor space within the town centre would be to the detriment of the local economy. Policy SLE 1 of the CLP 2015 seeks to ensure that existing employment sites and facilities are retained and only changed to a non-employment use with evidence that the use is not viable.
- 9.3. However, the proposed use of the site as a hotel would allow for the continued use of the site in a form of commercial use. Policy SLE 3 of the CLP 2015 encourages new and / or improved tourist facilities which this proposal would clearly comply with. There is support for the hotel use by the Council's Economic Development Officer subject to further details. As such the principle of the development acceptable.
- 9.4. For the reasons set out in this report, the proposal is considered not to adversely affect the highway safety of the area. EV charging points would be provided in accordance with Policy while cycle parking is also to be provided on the site.
- 9.5. While the design and appearance of the building as converted would have a significant impact upon the street scene as well as the setting of the adjacent grade II listed building as well as the character of the adjacent Banbury Conservation Area, the proposal is considered acceptable in these respects, subject to conditions.
- 9.6. On the issue of drainage, the site is located partly within Flood Zones 2 and 3 and as such the comments of the LLFA and the Environment Agency are considered within the application. The submitted FRA outlines that the re-development would not impact upon the flood risk on the site nor to any adjoining neighbouring property. As such there is no objection to the scheme on the issue of flooding / drainage.

10. RECOMMENDATION

That permission is granted, subject to the following conditions

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development shall not be carried out otherwise than in complete accordance with drawings reference J9347 – 23, J9347 – 18 Rev A, J9347 – 17 Rev A, J9347 – 15 Rev C, J9347 – 14 Rev C, 47906(pd 08) 002, 47906(pd 08) 001 received 22/11/2021 and amended plans reference J9347 – 16 Rev B, J9347 – 19 Rev B, received 26/01/2022 and amended plans reference J9347 – 21 Rev E, J9347-22 Rev D, received 11/03/2022 and Heritage Impact Assessment by HCUK Group Project reference 7527A dated November 2021, Noise and Vibration Assessment by Venta Acoustics reference VA3439.211112.NIA2.1 dated 18 November 2021, Economic impact by Pegasus reference P21-3160/N001v4 dated November 2021, Transport Assessment by Paul Mew Associates reference P:\ P2573 dated November 2021, Flood Risk Assessment by Innervision Design Ltd dated October 2021, Surface & Foul Water Drainage Strategy by Cole Easdon reference Issue 2 dated November 2021 all received 22/11/2021 unless a non-material or minor material amendment is approved by the Local Planning Authority under the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended).

Reason: To clarify the permission and for the avoidance of doubt.

3. All new brick work and works of making good shall be carried out in materials and detailed to match the adjoining original fabric except where shown otherwise on the approved drawings.

Reason: To safeguard the character and appearance of the locality and the significance of heritage assets in accordance with Policy ESD15 of the Cherwell Local Plan 2011 – 2031 Part 1, Saved Policy C28 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

4. Details of the construction, including cross sections, cill, lintel, reveal and colour / finish of the proposed windows/doors, to a scale of not less than 1:10 shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of that work. The development shall not be carried out other than in accordance with the approved details and shall be retained as such thereafter.

Reason: In order to safeguard the visual amenities of the area and the significance of heritage assets and in accordance with Policy ESD15 of the Cherwell Local Plan 2011 – 2031 Part 1, Saved Policy C28 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

5. Notwithstanding the details shown on the approved plans, further details of the architectural detailing of the exterior of the development, including the front entrance and the surround build out, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any development above slab level. The development shall not be carried out other than in accordance with the approved details and shall be retained as such thereafter.

Reason: In order to safeguard the character and appearance of the conservation area and the significance of heritage assets in accordance with Policy ESD15 of the Cherwell Local Plan 2011 – 2031 Part 1, Saved Policy C28 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

6. 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. The car parking spaces shall be retained for the parking of vehicles at all times thereafter.

Reason: In the interests of highway safety, to ensure the provision of adequate off-street car parking and to comply with Government guidance in Section 12 of the National Planning Policy Framework.

7. Prior to the first occupation of the development hereby approved, a Travel Plan, prepared in accordance with the Department of Transport's Best Practice Guidance Note "Using the Planning Process to Secure Travel Plans" and its subsequent amendments (and a Travel Plan Statement setting out how this phase will contribute to the overall site Travel Plan, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved Travel Plan shall be implemented and operated in accordance with the approved details.

Reason: In the interests of sustainability, to ensure a satisfactory form of development and to comply with Policies SLE4 and ESD1 of the Cherwell Local Plan 2011-2031 Part 1 and Government guidance contained within the National Planning Policy Framework.

8. Prior to the first use or occupation of the development hereby permitted, covered cycle parking facilities shall be provided on the site in accordance with details, to include dimensions and means of enclosure, which shall first be submitted to and approved in writing by the Local Planning Authority. The covered cycle parking facilities so provided shall thereafter be permanently retained and maintained for the parking of cycles in connection with the development.

Reason: In the interests of promoting sustainable transport modes in accordance with Government advice in the National Planning Policy Framework.

9. A Construction Traffic Management Plan should be submitted to the Local Planning Authority and agreed prior to commencement of works. The Plan shall 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.

The approved Construction Traffic Management Plan shall be adhered to throughout the construction period for the development.

Reason: To ensure the environment is protected during construction in accordance with Saved Policy ENV1 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework. This information is required prior to commencement of the development as it is fundamental to the acceptability of the scheme.

10. Prior to occupation of the hotel, a Delivery Service Plan for the development supported by a scaled drawing showing a designated delivery and loading area, should be provided for approval Local Planning Authority.

Reason: In the interests of highway safety, to ensure the provision of adequate off-street turning and manoeuvring space is provided and to comply with Government

guidance in Section 12 of the National Planning Policy Framework.

11. Prior to the first use of the approved development, details of location, dimensions, number of waste bins and swept path of Refuse vehicle access exiting the and the standing area shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the first use of the hotel and retained as such thereafter.

Reason: In order that proper arrangements are made for the disposal of waste, in accordance with Saved Policy ENV1 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

12. No development shall commence in respect of the extension 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 prior to the first use of the development. The scheme shall include:

- Detailed design drainage layout drawings of the SuDS proposals including cross-section details;
- Consent for any connections into third party drainage systems

The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.

Reason: To ensure that the development/site is served by sustainable arrangements for the disposal of surface water, to comply with Policy ESD6 of the Cherwell Local Plan 2011 – 2031 Part 1, Saved Policy ENV1 of the Cherwell Local Plan 1996 and Government guidance in the National Planning Policy Framework.

13. Prior to the first use of the development, 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.

Reason: To ensure that the development/site is served by sustainable arrangements for the disposal of surface water, to comply with Policy ESD6 of the Cherwell Local Plan 2011 – 2031 Part 1, Saved Policy ENV1 of the Cherwell Local Plan 1996 and Government guidance in the National Planning Policy Framework.

14. The development shall be carried out in accordance with the submitted flood risk assessment (dated October 2021 and prepared by Innervision Design Ltd.) and the following mitigation measures it details:

- 1. Finished floor levels of the ground floor habitable area shall be set no lower than 91.16 metres above Ordnance Datum (AOD), in accordance with section 5.3
- 2. The basement will be kept for non-habitable use This mitigation measure shall be fully implemented prior to occupation. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of

the development.

Reason: To reduce the risk of flooding to the proposed development and future occupants in accordance with Policy ESD6 of the Cherwell Local Plan 2011 – 2031 Part 1 and Government guidance contained within the National Planning Policy Framework.

15. There shall be no raising of existing ground levels on site without the prior written approval of the Local Planning Authority and where it can be demonstrated that existing ground levels will not be raised within the 1% annual probability flood extent with the appropriate allowance for climate change as identified by the approved Flood Risk Assessment.

Reason: To prevent an increase in flood risk elsewhere in accordance with Policy ESD6 of the Cherwell Local Plan 2011 – 2031 Part 1 and Government guidance contained within the National Planning Policy Framework.

16. Prior to the first occupation of the development, a scheme for the provision of vehicular electric charging points to serve the development shall be submitted to and approved in writing by the Local Planning Authority. The vehicular electric charging points shall be provided in accordance with the approved details prior to the first occupation of the accommodation and retained as such thereafter.

Reason: To comply with Policies SLE 4, ESD 1, ESD 3 and ESD 5 of the adopted Cherwell Local Plan 2011-2031 Part 1 and to maximise opportunities for sustainable transport modes in accordance with paragraph 110(e) of the National Planning Policy Framework.

Case Officer: Wayne Campbell

DATE: 26/04/2022

Checked By: Nathanael Stock

DATE: 29.04.2022
