

Oxford City Planning Committee

15th August 2023

Application number: 23/00142/FUL

Decision due by 3rd May 2023

Extension of time

Proposal Demolition of the rear accommodation block, conference block and pavilion building; erection of a replacement rear accommodation block, detached villa accommodation and courtyard garden accommodation; extension, alterations and reconfiguration of the hotel(including a remodelled front porch and building front) to provide 36 bedrooms, function space and operational improvements; extensive landscape enhancements, access and parking reconfiguration and associated works (amended plans, description and additional information).

Site address Linton Lodge Hotel, 11-13 Linton Road, Oxford, Oxfordshire – see **Appendix 1** for site plan

Ward Summertown

Case officer Sarah De La Coze

Agent: Mr Alex Edge **Applicant:** C/o agent

Reason at Committee Major application

1. RECOMMENDATION

1.1. is recommended to:

1.1.1. **approve the application** for the reasons given in the report and subject to the required planning conditions set out in section 12 of this report and grant planning permission subject to:

- the satisfactory completion of a legal agreement under section.106 of the Town and Country Planning Act 1990 and other enabling powers to secure the planning obligations set out in the recommended heads of terms which are set out in this report; and

1.1.2. **delegate authority** to the Head of Planning Services to:

- finalise the recommended conditions as set out in this report including such refinements, amendments, additions and/or deletions as the Head of Planning Services considers reasonably necessary.

- finalise the recommended legal agreement under section 106 of the Town and Country Planning Act 1990 and other enabling powers as set out in this report, including refining, adding to, amending and/or deleting the obligations detailed in the heads of terms set out in this report (including to dovetail with and where appropriate, reinforce the final conditions and informatives to be attached to the planning permission) as the Head of Planning Services considers reasonably necessary; and
- complete the section 106 legal agreement referred to above and issue the planning permission.

2. EXECUTIVE SUMMARY

2.1. This report considers the redevelopment of Linton Lodge Hotel which is located on Linton Road. The redevelopment would include the demolition and replacement of the rear extension block to the main hotel and the introduction of two accommodation blocks, one in the garden located along the boundary the site shares with Northmoor Road and one on Charlbury Road. The proposal would result in 36 additional hotel bedrooms taking the hotel to 123 bedrooms in total. In addition the scheme proposes:

- An expanded and centralised reception, café and bar area (with improved garden access);
- New and improved hotel gardens with enclosed or covered outdoor seating;
- 9 car parking spaces (which include 3 drop-off spaces, 3 disabled spaces and 3 standard spaces)
- 60 cycle parking spaces; and
- A reconfigured service area.
- New substation to the front

2.2. The site lies entirely within the boundary of the North Oxford Victorian Suburb Conservation Area (NOVSCA) a Conservation Area first designated in 1969 immediately following the coming into effect of the Civic Amenities Act 1967 which brought into being such statutory designation. The proposed development would be in close proximity to the setting of two Listed Buildings, specifically No. 7 Linton Road and No. 20 Northmoor Road. The site is also located within the Summertown and St Margarets Neighbourhood Area (SSMNP) for which there is a Neighbourhood Plan in place.

2.3. The site comprises an existing hotel. Policy V5 of the Oxford Local Plan (OLP) relates to sustainable tourism and is permissive of the expansion of existing hotels, therefore the principle of refurbishing and expanding the hotel is acceptable subject to compliance with the other policies in the Local Plan

2.4. Officers consider that the development would be acceptable with regard to the principle, design impact on the designated heritage assets, highways, environmental health and impact on neighbouring amenity.

2.5. The historic environment has been carefully considered and great weight has been given to preserving the significance of the designated heritage assets referred to

in the report, and where harm would be caused to justify that harm and mitigate it through design choices. The benefits resulting from the development are considered to be of a weight that would outweigh the lower level of less than substantial harm to the significance of heritage assets that it is considered would be caused by the proposed development, officers therefore consider that the development would comply with the requirements of Paragraph 202 of the NPPF.

3. LEGAL AGREEMENT

3.1. This application is subject to a legal agreement or a unilateral undertaking with the County Council to secure a travel plan monitoring contribution.

4. COMMUNITY INFRASTRUCTURE LEVY (CIL)

4.1. The proposal is liable for CIL at an amount of £47,163.87

5. SITE AND SURROUNDINGS

5.1. The application site is located on the north side of Linton Road, between Northmoor Road (to the west) and Charlbury Road (to the East) in North Oxford. With the exception of St Andrew's Church on the opposite side of the road the immediate surrounding properties are all in residential use. The area benefits from larger detached and semi-detached houses with substantial front and rear gardens being the typical property type in the area, although there are some infill developments (including Northmoor Place to the immediate west of the application site and No.s 18 and 18b Charlbury Road to the North-East of the application site). In the wider area there are a number of institutional uses that impact on the character and appearance of the area,

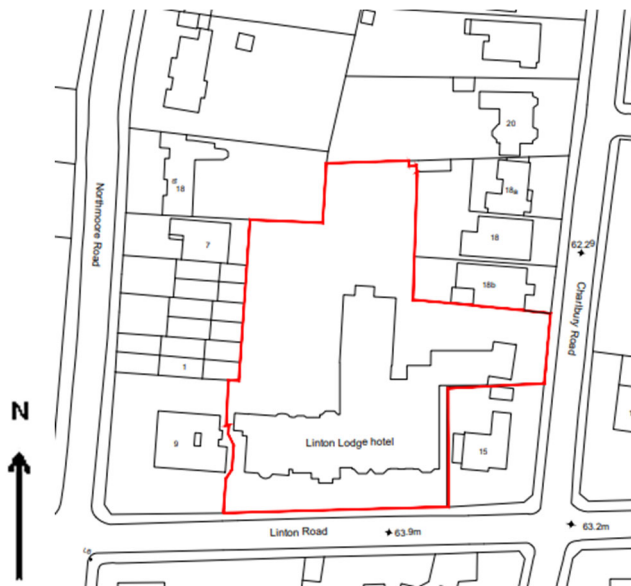
5.2. Linton Lodge Hotel currently comprises 87 bedrooms, a landscaped garden at the rear and two car parking areas (with access from both Linton Road and Charlbury Road). The site has been used as a hotel for many years and has changed and expanded considerably over time since that use first commenced in 1957. The hotel buildings themselves are formed from the original Edwardian houses (11 and 13 Linton Road) together with substantial links extensions between those houses, a large 1970s rear extension and smaller additions made (including flat roof elements on the Charlbury Road elevation) and most recently a porch on the Linton Road elevation.

5.3. The site lies entirely within the boundary of the North Oxford Victorian Suburb Conservation Area (NOVSCA) and more specifically within the Bardwell Character Area. There are a number of Listed Buildings in the near vicinity with no.7 Linton Road (Grade II) and 20 Northmoor Road (Grade II) being located closest to the application site.

5.4. The application site lies within the defined area of the Summertown and St Margaret's Neighbourhood Plan.

5.5. The site is located in a highly sustainable location with a number of bus stops in the vicinity as well as being located close to the City Centre and within two miles of Oxford Railway Station.

5.6. See site plan below:



6. PROPOSAL

6.1. The application seeks to redevelop the existing hotel by refurbishing and remodelling the front main hotel block, demolishing and replacing the rear accommodation block, the erection of a new garden accommodation block and the erection of an accommodation block on Charlbury Road.

6.2. The proposal includes:

- An additional 36 hotel bedrooms taking it to (123 bedrooms in total);
- An expanded and centralised reception, café and bar area (with improved garden access);
- New and improved hotel gardens with enclosed or covered outdoor seating;
- 9 car parking spaces (which include 3 drop-off spaces, 3 disabled spaces and 3 standard spaces);
- 60 cycle parking spaces; and
- A reconfigured service area.
- New substation to the front

6.3. The proposal increases the hotel floorspace from 3,099sqm to 4,592sqm (a net gain of 1,493sqm). The built form footprint increases from 1,511sqm to 1,899sqm (a net gain of 388sqm).

6.4. There are three specific areas of development which include:

6.5. **The Linton Road building** - The replacement of the front porch. Alterations to the façade and reconfiguration of the second floor and roof of the 1970s link extension (between the former nos.11 and 13 Linton Road) to create a roof terrace for 2 of the bedrooms. A first floor bay window extension on the western aspect of the front elevation (former no.11 Linton Road). A single storey side and rear breakfast room extension (which adjoins the west side elevation of the new rear accommodation block). Other external façade alterations and internal.

6.6. The existing 1970s accommodation block is to be replaced with a new 4-storey structure providing 44 bedrooms. A centralised public area is also proposed. A rear porch connecting to the parking courtyard is also proposed and the block also provides an internal connection to the new Charlbury Road villa building.

6.7. **The Charlbury Road accommodation building** - The existing pavilion and storage area is to be replaced a two-storey arts and crafts-style villa with a new garden frontage providing a net gain of 16 bedrooms and would accommodate 4 cycle parking spaces.

6.8. **The garden accommodation block** - A single storey building is proposed along the western boundary to provide 8 bedrooms along with a condenser unit.

7. RELEVANT PLANNING HISTORY

7.1. The table below sets out the relevant planning history for the application site:

57/05837/A_H - Change of use from dwelling house to hotel. PER 12th February 1957.

57/06009/A_H - Alteration and additional provision of covered way to existing hotel. PER 31st May 1957.

63/01082/P_H - RAC Sign illuminated. PER 8th January 1963.

64/09672/A_H - Construction of a dormer window in the attic to form two rooms. PER 26th July 1964.

66/17243/A_H - Alterations to form bathroom. PER 8th February 1966.

71/23850/A_H - Alterations and extensions to form new bedrooms and dining room. PER 23rd February 1971.

72/25220/A_H - Erection of a 3 storey link extension. PER 11th January 1972.

72/25415/A_H - Erection of a 3 storey link extension. PER 22nd February 1972.

72/25643/AA_H - 3 storey extension to provide 30 additional bedrooms.. PER 23rd May 1972.

72/25643/AB_H - 3 storey extension to form 30 additional bedrooms (revised). PER 4th July 1972.

72/25643/A_H - Outline application for erection of a 3 storey extension to provide 30 additional bedrooms. PER 28th March 1972.

72/26507/A_H - Banquet/reception room extension. PER 12th September 1972.

72/26508/A_H - Addition of 2nd storey over existing garages to form staff accommodation. PER 24th October 1972.

72/26509/A_H - Roof alterations to form extra bedrooms. PER 12th September 1972.

73/00037/A_H - Extension to lobby and construction of new front entrance. PER 1st February 1973.

73/00128/A_H - Extension to provide banquet and reception room (amended plans). PER 21st February 1973.

74/00390/A_H - 9-13 Linton Road - Change of use from dwelling house to hotel annexe and a link block to existing hotel. REF 29th June 1974.

75/00454/P_H - Illuminated hanging sign. PER 4th June 1975.

75/00455/P_H - Illuminated hanging sign (Charlbury Road entrance). PER 6th June 1975.

77/00067/A_H - Change of use to use as a home or institution providing for the boarding, care and maintenance of children, old people or persons under disability, a convalescent home, nursing home and a sanatorium or a hospital. REF 11th May 1977.

79/00109/AH_H - Alteration to store and workshop building on Charlbury Rd. Frontage to provide laundry. PER 21st March 1979.

80/00456/NFH - Temporary building to accommodate kitchen during the period of refurbishment of existing kitchen. PER 25th July 1980.

80/01120/NFH - Alterations to entrance lobby and canopy, with new fascia, extension under canopy and pergola. New fire exit at side.. PER 21st January 1981.

80/01121/AH - Externally illuminated sign on new fascia to existing canopy.. PER 21st January 1981.

84/00854/NFH - Single storey rear extension. PER 23rd November 1984.

86/00850/NFH - Extension on three floors to provide 24 bedrooms and bar extension, with 10 additional car parking spaces and landscaping.. REF 13th October 1986.

98/00793/NFH - External alterations to windows and doors including ramped access plus canopies to entrances. Covered walk ways. Extension to garden room. Replacement fencing & external plant.. REF 7th October 1998.

98/00932/AH - Externally illuminated sign at rear. (Sign 2). REF 8th October 1998.

99/00300/NFH - Alterations on front & rear, retention of ramped accesses, covered walkway & gable feature. 1 storey extension to residents lounge for store. Proposed new canopy & doors on front to Linton Rd & 6 air handling units on roof at rear.. PER 15th April 1999.

99/00301/AH - Retention of externally illuminated sign above entrance to Isis Room.. PER 15th April 1999.

01/01088/AH - Replacement externally illuminated free standing pole sign.. PER 9th August 2001.

01/01463/A - Replacement externally illuminated free standing pole sign.. PER 2nd October 2001.

06/00024/ADV - Display of illuminated sign on a centre mounted post. PER 6th March 2006.

08/01824/FUL - Erection of single and two-storey rear extensions to provide 31 en suite bedrooms.. WDN 6th November 2008.

11/02916/FUL - Removal of existing entrance canopy. Erection of new entrance with glazed canopy over, tile hanging to front elevations, single storey extension to create orangery, and creations of additional car parking area to rear. Installation of new windows and doors and metal railing to front boundary wall.. WDN 16th January 2012.

12/01150/FUL - Removal of existing front canopy and erection of new entrance porch. New tile hanging to front elevation. Erection of rear conservatory and installation of new windows and doors. Erection of new railings and wall to front boundary. (Amended Plan). PER 18th July 2012.

16/01909/FUL - Erection of a part one and half storey, part two and half storey rear extension to provide an additional 24 bedrooms, following demolition of existing stair core. Replacement windows to east and west elevations of existing rear three storey wing. Replacement windows and alterations to roof and facade materials of existing rear single storey wing. Replacement of front lobby extension, including formation of roofs to existing bay windows, replacement of windows, replacement of 3No. dormer windows and alterations to facade materials. Alterations to existing car parking and landscaping with provision of bin and cycle store.. REF 14th February 2017.

17/01833/ADV - Display of 1no. internally illuminated free standing sign and display of 1no. externally illuminated free standing post mounted sign.. PER 7th September 2017.

18/03133/FUL - Demolition of the former conference block (accessed from Charlbury Road) and replacement with new hotel accommodation, extensions to the rear of hotel and 1970s wing and internal reconfiguration to provide a total of 33 hotel bedrooms and associated improvements to the existing hotel, including

the removal of the tarmac forecourt, landscaping across the site, a remodelled front porch and associated works.. WDN 20th December 2019.

22/02608/ADV - Display of 1no. non illuminated frosted vinyl sign, 1no. illuminated fascia sign, 1no. non illuminated sign post and 4 wall mounted sign panels (Amended plans and description). PER 9th February 2023.

8. RELEVANT PLANNING POLICY

8.1. The following policies are relevant to the application:

Topic	National Planning Policy Framework	Local Plan	Other planning documents	Neighbourhood Plans:
Design	119-136	H14 - Privacy, daylight and sunlight RE2 - Efficient use of Land DH1 - High quality design and placemaking		HOS2 - Local Character and Distinctiveness HOS3 - Density, Building Design Standards and Energy Efficiency HOS4 - Backland Development ENC4- Enhancing the Street Setting
Conservation/ Heritage	189-208	DH2 - Views and building heights DH3 - Designated heritage assets DH4 - Archaeological remains		
Commercial	81-83	V5 - Sustainable tourism		
Natural environment	174-175,179-182	G2 - Protection of biodiversity geo-diversity G7 - Protection of existing Green Infrastructure G8 - New and enhanced Green and Blue Infrastructure		ENC3-Protecting Tree Cover
Transport	104-113	M1 - Prioritising walking,cycling	Parking Standards SPD	TRS1 - Sustainable Transport Design

		and public transport M2 - Assessing and managing development M3 - Motor vehicle parking M4 - Provision of electric charging points M5 - Bicycle Parking		TRS2 - Sustainable Transport
Environmental	152-169, 183-188	RE1 - Sustainable design and construction RE3 - Flood risk management RE4 - Sustainable and foul drainage, surface RE6 - Air Quality RE8 - Noise and vibration RE9 - Land Quality	Energy Statement TAN	ENS4 - Air pollution ENC2
Miscellaneous	7-59.	S1 - Sustainable development S2 - Developer contributions RE5 - Health, wellbeing, and Health Impact Assessment RE7 - Managing the impact of development DH7 - External servicing features and stores V8 - Utilities	External Wall Insulation TAN,	

9. CONSULTATION RESPONSES

9.1. Site notices were displayed around the application site on 9th February 2023 and an advertisement was published in The Oxford Times newspaper on 9th February 2023 further site notices advertising the amendments were then displayed around the site on 10th July 2023.

Statutory and non-statutory consultees

Oxfordshire County Council (Highways)

9.2. A number of responses were received by the County Council the most recent response dated 18.07.2023 is below.

9.3. Recommendation: No objection subject to:

9.4. • S106 Contributions as summarised in the table below and justified in this Schedule:

Contribution	Amount £	Price base	Index	Towards (details)
Travel Plan Monitoring	1,558	TBC	RPI-x	To enable monitoring of the travel plan for a period of 5 years
Total	£1,558			

9.5.

9.6. • Note should be taken of the informatives stated below. S106 Contributions.

9.7. Key points

9.8. • Travel Plan

Proposal:

9.9. Demolition of the rear accommodation block, conference block and pavilion building; erection of a replacement rear accommodation block, detached villa accommodation and courtyard garden accommodation; extension, alterations and reconfiguration of the hotel (including a remodelled front porch and building front) to provide 36 bedrooms, function space and operational improvements; extensive landscape enhancements, access and parking reconfiguration and associated works (amended description).

Comments:

9.10. These comments should be read in conjunction with OCC's previous single responses from the 3/3/2023 and 12/06/2023.

9.11. **Travel Plan**

9.12. Since the previous comments provided by OCC, the applicant has submitted a revised travel plan. The revised travel plan has been reviewed by OCC's travel plans team and is now deemed to contain the required criteria listed in OCC's guidance for 'Transport for New Developments – Transport Assessments and Travel Plans.

9.13. A travel plan monitoring fee of £1,558 (RPI index linked) is required to enable the travel plan to be monitored for a period of five years.

Informative

9.14. Please note if works are required to be carried out within the Public highway, it would have to be undertaken within the context either Section 278 /38 Agreements between the Applicant and the Highway Authority. The Highway works shall not commence before a formal approval has been granted by Oxfordshire County Council by way of a legal agreement.

Oxfordshire County Council (Drainage)

9.15. Recommendation:

9.16. No objection subject to conditions.

9.17. Condition:

9.18. Construction shall not begin until/prior to the approval of; 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 (if applicable)
- 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

Condition:

SuDS As Built and Maintenance Details 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.

Historic England

- 9.19. Historic England provides advice when our engagement can add most value. In this case we are not offering advice. This should not be interpreted as comment on the merits of the application.
- 9.20. We suggest that you seek the views of your specialist conservation and archaeological advisers. You may also find it helpful to refer to our published advice at <https://historicengland.org.uk/advice/find/> It is not necessary to consult us on this application again, unless there are material changes to the proposals. However, if you would like advice from us, please contact us to explain your request.

Thames Water Utilities Limited

- 9.21. Waste Comments
- 9.22. Thames Water recognises this catchment is subject to high infiltration flows during certain groundwater conditions. The scale of the proposed development doesn't materially affect the sewer network and as such we have no objection, however care needs to be taken when designing new networks to ensure they don't surcharge and cause flooding. In the longer term Thames Water, along with other partners, are working on a strategy to reduce groundwater entering the sewer networks.
- 9.23. Thames Water recognises this catchment is subject to high infiltration flows during certain groundwater conditions. The developer should liaise with the LLFA to agree an appropriate sustainable surface water strategy following the sequential approach before considering connection to the public sewer network. The scale of the proposed development doesn't materially affect the sewer network and as such we have no objection, however care needs to be taken when designing new networks to ensure they don't surcharge and cause flooding. In the longer term Thames Water, along with other partners, are working on a strategy to reduce groundwater entering the sewer network.
- 9.24. Thames Water would advise that with regard to FOUL WATER sewerage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.
- 9.25. Thames Water would advise that with regard to SURFACE WATER network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.
- 9.26. On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves

Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

9.27. Public representations

166 letters of representation have been received from properties located in Belbroughton road, Charlbury Road, Victoria Road, court Farm Barns, Northmoor Road, Observatory Street, Bardwell Road, Linton Road, Woodstock Close, Fyfield Road, Banbury Road, Garford Road, Norham Road, North Parade, Rawlinson Road, Staverton Road, Talbot Lodge, Benson Place, Hamilton Road, Southmoor Road, Warwick Street, Polstead Road, Northmoor Place, Chadlington Road, Lathbury Road, Fyfield Lodge, Northmoor Place, Okham Court, Okham Mews, Portland Road, Rawlinson Road, Blackhall Farm, Crick Road, Cuncliffe Close, Davenant Road, Kingston Road, Cardigan Street.

In addition comments/objections have been received from St Andrews Church, Wolfson College, Cllr Miles, Cllr Howson, Summertown St Margarets Neighbourhood Forum, St Margaret's Area Society (SMAS), Linton Road Neighbourhood Association (LRNA), Norham Manor Residents Association, Cuncliffe Close Householders and Residents Association and Lathbury Road Residents Association, Cyclox, Victorian Group of the Oxfordshire Architectural and Historical Society.

9.28. The comments can be read in full on the Oxford City Council planning website. In summary, the main objections/issues raised are:

Impact on the Conservation Area

Impact of backland development
Impact on open tree green space
Impact on views

Design

Overdevelopment
Height of proposal
Out of character
Would lose green space for development
Highly visible
Out of keeping
No other 4 storey building in the area
Design and layout is oppressive
Steps out from the building line
Overbearing
Charlbury Road building is out of character
Would lose the views between the buildings which are important to the CA
Would lose the orchard quality
Impact on views of Grade II 20 Northmoor ORad
Reduction in open space
Overdevelopment of the site
Would be backland development

Charlbury road building goes beyond the building line
Substation is poorly positioned
Negative impact on views from neighbouring properties
No improvements to Linton Road
No verified views and no analysis of the gaps
The alterations to the Linton Road block are poorly designed
The front garden still contains parking and hard landscaping
The proposal includes the demolition of an Edwardian greenhouse
Would include a flat roof design which is not in keeping

Impact on amenity

Reduction in useable space for residents
Increased shading/overshadowing on site and over neighbouring gardens
Loss of sunlight/daylight
Increased overlooking
Larger windows more light pollution
Area is residential not commercial
Already overlooking from guests using the garden – development will increase the problem
Lack of proportion between residential and commercial uses in the area
Increased light pollution
Increased noise at night and people checking in and out
Overbearing
Proximity to neighbouring boundaries
Windows are too large and create overlooking
Existing overlooking this will make it worse
Children in gardens will be overlooked
Location of bins
Increase in events will impact on amenity
Hotel don't implement their existing noise policies
Odour from bins
How will they police peoples use of the balconies
4 stories would be out of keeping with the area
The garden building will be visible and are not considered low level
Charlbury road building will overlook houses opposite
Proximity of new building to neighbour's boundary
Juliet balconies are out of keeping

Air Quality

Increased pollution

Trees

Development within the RPZ
Impact on trees
Loss of trees
Reduction in tree canopy
Trees will be hemmed in by the development
Construction will lead to the loss of trees
Impact on RPZ

Highways

Increased car movements
Increased traffic
Increased taxi movement/idle traffic
Increased coaches
Delivery lorries
Staff traffic movements
Increased traffic on local school children and cyclists
Not enough parking in the area
Increased traffic due to servicing the hotel
Will lead to a decrease in parking and put stress on the neighbouring streets
National Cycle Route 51 runs straight through this site
Their application says that any overspill "would need to be accommodated on the local highway network"
Parking congestion onto Oxfords OCR5 Cycle Route.
Parking survey not carried out at peak time
Idling vehicles
Already busy on roads due to schools
How will the traffic management be enforced
Visibility is poor
Parking and traffic data is inaccurate
Out of date parking survey
Impact on pedestrian safety

Noise

Increased noise from garden events weddings etc
Noise from the construction
Increase general noise and disturbance in the area in addition to the other neighbouring student uses
Noise from commercial waste collection, glass etc
Noise from the outside bar
Noise from ventilation equipment
Is a noisy hotel already

Flooding/Drainage

Insufficient capacity for increased use of sewers and waste water
Foul waste already comes up in neighbouring gardens

Ecology

Impact on ecology/biodiversity

Other

Inaccurate labelling of plans
What are the benefits of the scheme?
Additional strain on utility
Oxford already benefits from a number of hotels
Will impact on people working from home
No public benefits only private
Staff idling and creating noise when smoking etc
Smell from hotel and uses

Bins located next to neighbouring properties
 Inappropriate behaviour from hotel guests
 Increased security risk
 Guests already wander into neighbouring gardens and drives
 Previous permissions have been refused on the site
 Strain on facilities
 No public benefits only private
 Would not be sustainable to knock down and rebuild
 Existing hotel is fine as it is
 Increased vibration from coaches
 Will generate overcrowding on the street
 The assessment of Oxford's hotel need are over exaggerated
 Does not meet an existing employment need
 In the 80s an Inspector found in the past that a redevelopment would be unacceptable
 Increase staff
 50% increase in guests
 Contrary to the neighbourhood plan
 A previous application was withdrawn
 Construction noise and traffic
 Decrease value of properties in the area
 Radiation from substation
 The public benefits could be delivered without the development
 There is no discussion about conference participants travel arrangements and also the use of business permits. bought by the hotel.
 No PV panels proposed
 The plans include use of condensing gas boilers. These are not a long-term green solution
 Staff parking and travel
 Previous applications have been withdrawn/refused
 No viability has been shown for the development

Officer response

9.29. Officers have carefully considered the responses raised in relation to the public consultation. These are responded to in the sections of the report below. If planning permission is granted then some of the matters raised (including by statutory consultees) would need to be addressed by condition.

9.30. Since the submission of the application the applicant has submitted revised plans that sought to address the concerns raised by officers specifically issues relating to the impact of the development on neighbouring amenity.

10. PLANNING MATERIAL CONSIDERATIONS

10.1 Officers consider the determining issues to be:

- a. Principle of development
- b. Design and Impact on the Historic Environment
- c. Impact on Neighbouring Amenity

- d. Highways
- e. Sustainability
- f. Biodiversity
- g. Drainage and Flooding
- h. Environmental Health
- i. Other Matters

a. Principle of development

10.2 The application site comprises an existing hotel. Policy V5 of the Oxford Local Plan relates to sustainable tourism.

Policy V5: Sustainable tourism

Planning permission will only be granted for the development of new sites for holiday and other short stay accommodation in the following locations: in the City Centre, in District Centres, on sites allocated for that purpose, and on Oxford's main arterial roads where there is frequent and direct public transport to the city centre³³. This locational requirement does not apply to proposals to refurbish or expand existing sites.

Proposals for new, refurbished or expanded holiday and short stay accommodation must meet all the following criteria:

- a) it is acceptable in terms of access, parking, highway safety, traffic generation, pedestrian and cycle movements;
- b) there is no loss of residential dwelling; and
- c) it will not result in an unacceptable level of noise and disturbance to nearby residents.

Planning permission will only be granted for the change of use from holiday and other short-stay accommodation when any of the following criteria are met:

- d) no other occupier can be found following a realistic effort to market the premises as set out in Appendix 8.1, for continued use as holiday and other short stay accommodation (whether or not of the same form the existing use); or
- e) evidence of non-viability is submitted; or
- f) the accommodation is in a location unsuitable for the use as demonstrated by being contrary to the location requirements or any of the criteria a-c above.

Planning permission will be granted for new tourist attractions where proposals meet all of the following criteria:

- g) they are realistically and easily accessible by walking, cycling or public transport for the majority of people travelling to the site; and
- h) they will not cause environmental or traffic impacts; and
- i) they are well related to any existing or proposed tourist and leisure related areas.

10.2 As set out in the policy, as the application relates to an existing hotel the principle of refurbishing or expanding an existing hotel site is acceptable and is not constrained by the locational requirement set out in the policy but is required to comply with the criteria set out, relating to highways, loss of residential

dwellings and neighbouring amenity. Comments have been received relating to the suitability of the location and the fact that previously applications were found to be unacceptable in terms of location. The locational requirement element of the policy has been amended since the last Local Plan and previous planning application and the existing policy no longer restricts the principal of expanding existing hotel sites regardless of their location. The principle of expanding and refurbishing the existing hotel site is therefore considered acceptable in principle subject to compliance with the criteria and the other policies of the Oxford Local Plan.

b. Design and Impact on the Historic Environment

- 10.3 Policy DH1 of the OLP states that planning permission will only be granted for development which shows a high standard of design, and which respects the character and appearance of an area and uses materials appropriate to the site and surroundings.
- 10.4 Policy DH2 of the OLP relates to views and building heights. The policy seeks to retain significant views both within Oxford and from outside, in particular to and from the historic skyline. Planning permission will not be granted for development proposed within a view cone or the setting of a view cone if it would harm the special significance of the view.
- 10.5 Policy DH3 of the OLP refers to heritage assets and states that planning permission will be granted for development that respects and draws inspiration from Oxford's unique historic environment (above and below ground), responding positively to the significance, character and distinctiveness of the heritage asset and locality. For all planning decisions affecting the significance of designated heritage assets, great weight will be given to the conservation of that asset and to the setting of the asset where it contributes to that significance or appreciation of that significance.
- 10.6 Policy RE2 of the OLP sets out that planning permission will be granted where development proposals make efficient use of land. The policy sets out that any development shall have a density that is appropriate for the site; the scale, height and massing should conform to the other policies in the OLP; and the built form and site layout must be appropriate for the capacity of the site.
- 10.7 The design intent of the development is to reduce harm to the Conservation Area whilst upgrading and expanding the hotel. The hotel was established in 1957. Throughout the years there have been various alterations and planning applications. These have resulted in an ad hoc development approach to the site which has resulted in an undesirable overall development.
- 10.8 As set out in the proposal description, the application seeks to expand and refurbish the site to provide additional hotel accommodation. This is proposed in three main areas.

The main Linton Lodge Road block and rear extension

- 10.9 The principal frontage to the hotel buildings presents an anomaly in the distinctive character and appearance that defines the Conservation Area - the early C20, late Arts and Crafts/Domestic Revival houses set back from the street behind gardens with enclosing, originally unbroken boundaries of low (three courses high) brick walls with feather-edged boarded fences above to a maximum height of 1.2m approx.
- 10.10 The site currently presents an open frontage across the plots of two domestic villas (11 and 13) that have been combined through linking infill buildings and extended on all sides. The later infill is of a limited architectural quality which together with changes to the original architecture of the two houses has resulted in a chaotic appearance offering very little sense of the original buildings either in terms of architectural composition, scale or quality.
- 10.11 The proposed development seeks to redress the poor quality frontage that presently mars the appearance of the buildings in the street. Reducing the hard surface and substantially reducing car parking offers the opportunity to contribute planted "gardens" set behind low brick walls along the street frontage removing an acknowledged harm and enhancing the significance of the Conservation Area by recognising the importance of private planting and its contribution to the overall character and appearance of the street.
- 10.12 The frontage will include functional elements such as a sub-station and bicycle store which will have a visual presence in street views but the proposal indicates that they could act as support for climbing plants that would contribute to a vertical planting that is designed to increase the sense of lush and verdant layers and a depth of planting to this primary frontage in keeping with the planting principles of the NOVSCA. The landscape design seeks to acknowledge the individual villas that originally occupied these plots, re-defining the separate plots and seeking through a considered approach to landscape of the frontages to reinforce this individuality and the rhythm of plots that makes an important contribution to the character and appearance of the street and is typical of the Bardwell Character Area of the NOVSCA.
- 10.13 The proposed changes to the buildings seek to play down the later linking elements that have reduced the overall quality of individual villas by considering façade treatment to present these built elements as recessive such as the new room terrace. The scale, proportion and surviving elements of architectural detailing on the original villas are proposed to become more evident to the observer and thus be able to make some contribution to the important character and appearance of the conservation area that derives from the consistency of architectural language and makes a strong sense of place.
- 10.14 The proposed design removes the present, unsightly porch that sits across the front of No. 13 Linton Road enabling the more typical architectural detailing found on villas throughout the Bardwell Character Area of the NOVSCA to become the more evident feature of this building and simply using what exists to reinforce the sense of being a part of the conservation area rather than trying too hard with something new. The principle of paring back and celebrating the existing will help to reinforce the important character of this part of the Conservation Area.

10.15 The extension to the rear which comprises the hotel bedrooms is proposed to be demolished and replaced. The design of this has been amended following the removal of the balconies. The block will feature a linked block that sits lower than the main ridge of the Linton Lodge frontage block and that of the rear block. It will feature a flat roof and flat façade with Juliet balconies serving the bedrooms and wooden panelling providing some visual interest whilst breaking down the visual massing of the block. The design of the block somewhat mirrors the existing arrangement on site. Notwithstanding this, the proposed block will increase the overall massing of the hotel when viewed from neighbouring properties and the design due to the increase in rooms and therefore windows will be more prominent in the site. The proposed accommodation block will have an overall height of 10.8m and length of 27.4m (overall hotel length of 51.5m) with the ridge of the main blocks on Linton Road having a ridge height of 10.1m compared to the blocks existing height of 8.8m and length of 24.6m (overall existing hotel length 48.5m). The proposed height of the extension is not considered out of keeping given the existing arrangement and use of the site. The overall design is a reflection of providing the proposed level of accommodation in the most space efficient way. The development is considered to retain garden space and overall is not considered to significantly increase the built footprint on the site and is therefore not considered to be overdevelopment. The design is considered to sit comfortably within the site and is not considered to have an adverse impact on site and wider Conservation Area.

Charlbury Road accommodation block

10.16 A new accommodation block is proposed on Charlbury Road to accommodate 16 bedrooms that will replace an existing sub-station plot. A number of objections refer to the design and position of the building.

10.17 The Charlbury Road block will have an overall height of 10.4m with no.18B Charlbury Road having an overall height of 9.8m for reference. The design of the villa references the Arts and Crafts architecture of the Bardwell Character Area although the roof profile and massing at upper level is not typical and will not be wholly in keeping in views up and down Charlbury Road. In addition, the original rhythm and urban grain, already disrupted will not be reinstated but rather subject to more evident disruption due to the overall size and siting of the new building. Notwithstanding this, officers are of the opinion that the building is not seeking to replicate the neighbouring properties but to take inspiration whilst providing a functional building for its intended use. The landscape design of the frontage - the enclosing wall and railing with shrub planting behind will provide a stronger consistency of character and enable the plot to integrate into the overall character and appearance of the place, as will the retention of an important, existing tree and the addition of a further tree on this new frontage.

10.18 The reduction width of the service entrance will restrict views to the Hotel yard and limit the glimpsed view of the rear accommodation wing (new replacing existing).

10.19 Views looking south and between villas on Charlbury Road will be enhanced by the proposed frontage landscape and the replacement design of the rear

accommodation wing will be of a better overall architectural quality than the existing building though still clearly visible in some glimpsed views. More recent extensions to villas on Charlbury Road have already filled in gaps reducing the visibility of the buildings to the rear of the hotel thus making glimpsed views between buildings less significant in terms of the contribution that the “space beyond” makes to the character and appearance of the area. Importantly the sense of rear gardens will not be further eroded by the proposed development in views from Charlbury Road, the corner plot no. 15 Linton Road has already been substantially reduced and therefore the addition of a new villa will not make a significant impact on the contribution of rear gardens but rather the careful landscape planting of the new villas street frontage has the potential to make a valuable contribution to the overall character and appearance of the street.

- 10.20 A number of the objections refer to its position in the street scene and the fact that it sits forward of the neighbouring building in the building line. The building line along Charlbury Road is not consistent and given the larger frontages that are present the building line is not so obvious when experienced in the street, the departure from the general delineation is therefore not considered out of keeping and would not in itself have an adverse impact on the street scene or Conservation Area.

Garden accommodation block

- 10.21 The rear accommodation block would comprise of 8 bedrooms and would sit 1.4m away from the boundary the hotel shares with the neighbouring properties. The block would have a flat roof and an overall height of 3.7m. The building will be built from timber and will feature a green roof with the rooms facing into the garden. The building has been designed to be low lying with a simple form so to minimise its presence in the garden. Its design is considered to be acceptable and the green roof would help soften its appearance. Its design would not have an adverse impact on the site or on the wider Conservation Area.

Impact on the Conservation Area and views

- 10.22 Policy DH2 of the Oxford Local Plan refers to views and building heights. Policy DH3 refers to heritage assets and states that planning permission will be granted for development that respects and draws inspiration from Oxford’s unique historic environment (above and below ground), responding positively to the significance character and distinctiveness of the heritage asset and locality. When considering the impact of a proposed development on the significance of a designated heritage asset, paragraph 199 of the NPPF states that great weight will be given to the conservation of that asset. In addition officers are required to take account of Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended, that requires in considering a planning application, that special attention is paid to the desirability of preserving or enhancing the character or appearance of the conservation area, and section 16 of the NPPF which states that, with respect to buildings or other land in a Conservation Area and its setting, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

- 10.23 This Conservation Area's primary significance derives from its character as a distinct area, imposed in part by topography as well as by land ownership from the 16th century into the 21st century.
- 10.24 The site sits within the Bardwell Character Area of the NOVSCA. Its contribution to significance includes the spaces, buildings, views, landscape and ambience. Arts and Crafts styles predominate as do broad streets with houses set back from the road. Low boundary walls and feather edged boarded fences as well as front gardens contribute significantly to the area's character as well as mature trees in private gardens.
- 10.25 The negative features set out in the Character Area are high front garden boundaries, sometimes introducing inappropriate railings, are contrary to the aesthetic of the area, inappropriate modifications and enlargement, e.g. large side extensions, high levels of light pollution caused by extended use of buildings for institutional purposes, loss of front gardens to hard standing or gravel for parking, cycle and bin storage, school term-time traffic issues causing congestion and adding to parking problems, parking, particularly school transport vehicles, impacts on views within the area and poorly maintained road surfaces and extensive use of asphalt for pavements
- 10.26 The wider negative features of the Conservation Area that are relevant to the site include but are not limited to motor traffic and volume, intrusive alterations to buildings that alters the back and side of houses and alters views, public realm, surfacing and kerbs, intrusive modern development including the loss of gaps between building and glimpsed views.
- 10.27 A number of the objections refer to the impact of the buildings in views and in the Conservation Area. The applicant has provided some sketch illustrations of key views including a number in Northmoor Road. From here, the existing rear accommodation wing is visible between villas and the infill C20 terrace, in the glimpsed views.
- 10.28 Importantly, to the observer "in the street" from where the important or significant character and appearance of the Conservation Area may be appreciated these views take on a kinetic or changing character so that their content is viewed in a fleeting and glimpsed manner. That is not to reduce the importance of the contribution that a sense of openness and richly planted, greenness that the generous back gardens of the original villas makes to the special character and appearance of the NOVSCA and in particular to this part of the Conservation Area, the Bardwell Character Area. Rather it is to understand that changes to the rear of buildings may only have a limited impact on that important character or sense of place and that it is important to quantify the impact carefully. So, the existing rear accommodation wing, with its poor architectural quality and entirely unsustainable construction has been identified as being a negative building. The proposed replacement, to be of a substantially better design in terms of sustainable construction and to offer a more interesting, varied architecture with a language that provides elements of light and shade within the façade might arguably be less visually harmful, even though it will still be visible in some glimpsed views. Overall the design quality of this building wing is proposed to be better than the existing building and therefore will better meet the objectives

of national (NPPF) local (Local Plan and Neighbourhood Plan) planning policies if not the statutory objective to cause no harm to significance. The continued appearance in some glimpsed views has been reduced and the appearance made better and thus the overall level of harm caused to significance of that sense of generous gardens and spaciousness is very small, a low level of less than substantial harm.

- 10.29 The addition of a new garden building range along the western garden boundary of the hotel, to the rear of the C20 terrace on Northmoor Road will not appear in the views between buildings and has been designed with planted roofs so that the overall sense of back gardens will not be harmed by this addition.
- 10.30 The Charlbury Road building would replace an existing substation and would be highly visible within the street scene. The design of the building would reflect the requirements of its use. The front of the building would see the introduction of a front garden with a low wall and railings. The introduction of a planted frontage to this building would be a positive impact on the Conservation Area and would improve views in the road and in the wider Conservation Area.
- 10.31 The proposal has sought to ensure that the location and distribution of the accommodation maintains and preserves as much garden space as possible which is a positive characteristic of the Conservation Area. The proposed development is not considered to erode the garden to the extent that it would be harmful to the Conservation Area. In addition the proposal seek to implement a considered landscaping approach that will seek to enhance the quality of the garden.
- 10.32 Officers consider that whilst there will be some harm caused to the significance of the designated heritage asset that is the North Oxford Victorian Suburb Conservation Area that this level of harm will be a low level of less than substantial harm and that this harm has been mitigated through considered design.
- 10.33 Furthermore it is considered that there are a number of elements of the proposed development, in particular the proposed soft landscapes and addition of enclosing, front walls and railings that will significantly enhance and make important contributions to the special character and appearance of the conservation area most notably to views along streets and to the particular sense of space that has been identified as contributing to the significance of the conservation area in the NOVSCA appraisal.
- 10.34 The proposed new buildings have been carefully considered in terms of their design, including sustainable design and they have been designed in such a manner as to either respond to or mitigate the visual impact of the building, as in the design of the facades of the rear accommodation wing or the size, form and massing as well as the roof design of the new building range on the western boundary of the site.
- 10.35 It is therefore considered that the development would result in a low level of less than substantial harm to the Conservation Area. As set out in paragraph 202 of the NPPF 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, where appropriate, securing its optimum viable use. Great weight is given to the conservation of the Conservation Area. The public benefits of the scheme are explored as part of the balancing exercise further in the report.

Impact on Listed Buildings

- 10.36 In accordance with Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, when considering whether to grant planning permission, “special regard should be given to the desirability of preserving a listed building or its setting or any features of special architectural or historic interest which it possesses.” A finding of harm to the setting of a listed building gives rise to a strong presumption against planning permission being granted. The presumption can be outweighed by powerful material considerations.
- 10.37 Paragraph 206 of the NPPF states that “Local planning authorities should 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 the asset (or which better reveal its significance) should be treated favourably.”
- 10.38 The proposed development would be in close proximity to the setting of two Listed Buildings, specifically No. 7 Linton Road and No. 20 Northmoor Road. Officers consider that there would be no harm caused by the development to the setting of No. 7 Linton Road because the property lies sufficiently far away to protect its setting (and any changes in the character to the area would not be significant enough to alter the experience of that property to an extent that would alter its setting). In terms of No. 20 Northmoor Road it is important to note that the proposed developments would be visible from the rear garden albeit at a distance and therefore the proposed development would not harm the character, appearance, and special significance of No. 20 Northmoor Road. As a result, officers conclude that the proposed development would not give rise to harm to the setting of listed buildings.
- 10.39 As set out in paragraph 202 of the NPPF 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, where appropriate, securing its optimum viable use. Officers are of the opinion that the development would result in less than substantial harm to the setting of the listed buildings. Great weight is given to the conservation of the setting of these listed buildings. The harm identified is considered to be on the lower end of less than substantial. The public benefits of the scheme are explored as part of the balancing exercise further in the report.

Landscaping

- 10.40 The frontage of the application site benefits from no planting or formal landscaping and is instead used for car parking. To the rear the landscaping comprises lawn and trees.

- 10.41 The proposal seeks to incorporate a full landscaping scheme that will be implemented in both the rear and front gardens. The landscaping to the rear will be split into the different areas. The service area will be softened with tree, hedgerow and shrub planting. The rear garden plans include replacing the dilapidated conservatory and pergola to create an outdoor seating area. Cycle parking will also be incorporated along the boundary. The garden block will also feature its own landscaped garden to the frontage which will include a patio and improved planting. The building itself will include an intensive green roof.
- 10.42 There are a number of trees within the site and objections have been received with regard to their removal and/or potential damage that could be caused due to the proposal. The application was submitted with an Arboricultural report and arboriculture method statement. Whilst a number of trees are proposed to be removed the overall tree removal strategy is considered acceptable and further planting will be incorporated. In addition the trees that will remain will be protected. Comments have been received with regard to the hydrology of the ground due to the proposal. The impacts to the proposed retained trees have been considered as part of the application and are acceptable and the scheme complies with policy G7 of the OLP.
- 10.43 The Charlbury Road block would also see the introduction of a wall and railings, additional trees will be incorporated as well as lawn. Cycle parking is also proposed but it will be mostly screened by the wall and planting.
- 10.44 The landscaping to the frontage seeks to introduce a planted front garden which would enhance the Conservation Area and views in the street. The front forecourt will be reconfigured and landscaped to highlight the original garden layouts. The frontage will include a taxi waiting area and substation, whilst these additions will have an impact on the overall appearance of the frontage conditions will be included to ensure that these details are submitted in order to ensure they sit comfortably in the street scene and Conservation Area. The proposed landscaping plan will be a significant improvement to the frontage of the hotel, street scene and Conservation Area.
- 10.45 The CAA states that front garden where retained contributed significantly towards the areas character, the reinstatement of the frontages are public benefits to the scheme.

Archaeology

- 10.46 Policy DH4 of the OLP relates to Archaeological remains. NPPF paragraph 203 states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. NPPF Paragraph 205 states that where appropriate local planning authorities should require developers to record and advance understanding of the significance of any

heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible.

- 10.43 Officers have consulted the Historic Environment Record and based on present evidence it is considered that the application is unlikely to have a significant archaeological implication and therefore the proposal would be acceptable with regard to archaeology.

Harm to the historic environment and public benefits

- 10.44 Paragraph 199 of the NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

- 10.45 It is considered that the proposal would not lead to substantial harm to (or total loss of significance of) a designated heritage asset as set out in the NPPF and Planning Policy Guidance. The scheme is therefore considered to have less than substantial harm at the lower end. In line with Paragraph 202 of the NPPF any harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

- 10.46 The National Planning Policy Guidance sets out what is meant by the term public benefits:

“Public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework. Public benefits should flow from the proposed development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits, for example, works to a listed private dwelling which secures its future as a designated heritage asset could be a public benefit.”

- 10.47 The proposal would create a change in the hotel layout and the way it is experienced from neighbouring properties as well as the street scene. The design has sought to combine a functional requirement which is required by its use as a hotel whilst ensuring that it sits comfortably in the street scene and site. The design is considered to preserve the special character and appearance of the Conservation Area.

- 10.48 A number of public benefits are set out in the application and the most relevant ones are considered to be:

Reduction in car parking. The proposals include a significant reduction in parking for cars on site which would potentially give rise to a reduction in customer vehicle movements to and from the site and also reduce the dominance of the cars visual intrusion on the site.

Modernisation of an existing short stay tourist accommodation. The applicant has put forward a set of proposals that seek to significantly increase the amount of accommodation on the site which would add to the offer available to Oxford and its tourist accommodation as well as increased visitor spending.

Improved landscaping. The proposed landscaping on the Linton Road and Charlbury Road frontage would attempt to recreate a more domestic appearance to the hotel that would be more in keeping with the Conservation Area. The attempt to delineate the original plots and create a more 'garden-like' appearance which would add positively to the Conservation Area.

Biodiversity net gain. The proposal would provide a 28% biodiversity net gain through new planting and landscaping.

There are a range of economic benefits that the development will bring both in the shorter term during construction as well as longer term whilst in its operational stage such as jobs.

- 10.49 On the basis of the above, having given great weight to the conservation of the designated heritage assets, it is considered that the benefits of the scheme collectively would on balance outweigh the identified low level of less than substantial harm and would comply with the requirements of paragraph 202 of the NPPF. As a result the proposals are considered to comply with the requirements of national and local planning policies in relation to the impact on designated heritage assets as required by section 16 of the NPPF and Policies DH1, DH2, DH3 and DH4 of the Oxford Local Plan 2036.

c. Impact on Neighbouring Amenity

- 10.50 Policy H14 of the OLP states that planning permission will only be granted for new development that provides reasonable privacy, daylight and sunlight for occupants of both existing and new homes. Policy H14 sets out guidelines for assessing development in terms of whether it will allow adequate sunlight and daylight to habitable rooms of the neighbouring dwellings.
- 10.51 Policy RE7 of the OLP states that planning permission will only be granted for development that ensures that standards of amenity are protected. This includes the amenity of occupiers and neighbours is protected in addition to not having unacceptable unaddressed transport impacts and provides mitigation measures where necessary.
- 10.52 There have been a number of objections to the scheme relating to impact on neighbouring amenity.
- 10.53 A number of objections have been received with regard to overlooking and loss of privacy. The scheme will see an increase in the number of rooms across the hotel.
- 10.54 With regard to the proposed new standalone garden building, the rooms face into the site and the building is a low level single storey building. It is therefore considered that due to its orientation and scale this element would not give rise to overlooking or loss of privacy.

- 10.55 The main rear extension block initially included balconies which raised a number of objections with regard to overlooking and loss of privacy. The scheme has therefore been amended to remove the balconies across the rear extension block to remove the potential for any overlooking that these may have created. The existing rear extension accommodation block features a number of windows across the block over three storeys, the proposed block will include an additional floor and will therefore have a greater number of windows across the rear block. The proposed rear block will be 2.5m higher than the existing block. The accommodation block will be located over 22m from the boundary the site shares with Northmoor Road compared to the existing 24m. With regard to the separation distances between the extension and Charlbury Road the extension is proposed to be located 5.2m away from the boundary compared to the existing 4.4m. The existing relationship is not so dissimilar to that which is proposed and the transient use of the hotel means that it is unlikely that the rooms will be occupied all day. The proposal will include frosted glass on the Juliet balconies which will further reduce the perception for overlooking and loss of privacy. The extension block is therefore considered to be sufficiently distanced from the neighbouring properties so not give rise to unacceptable levels of overlooking and loss of privacy, in addition there is screening provided by a number of trees which will help with privacy. The front of the hotel will see the introduction of terraced areas, these areas will be located across the road and is considered that with the intervening road and the higher expectation of mutual overlooking from a frontage this arrangement is acceptable.
- 10.56 The Charlbury Road block will feature windows on the side elevation that will be frosted to ensure there is no overlooking between the properties. The properties located across the road are considered sufficiently separated so not to give rise to unacceptable levels of overlooking or loss of privacy given their arrangement and susceptibility to higher levels of overlooking given they face on to a public road.
- 10.57 With regard to sunlight and daylight, a sunlight and daylight report was submitted with the application along with the scheme being assessed using the 45/25 degree guidance. The 45/25 degree guidance has been applied to a number of windows of neighbouring properties some of which do not require the guidance to be applied. It is shown that the development would comply with the guidance in all but 2 windows. One of the windows is located on the side elevation of 18B and the 45 degree line just clips the eaves. The other window which is not strictly subject to the guidance is located at the ground floor to the rear of no.15 Linton Road and the window in which the guidance fails serves a room which benefits from more than one window. Notwithstanding this, the sunlight and daylight report concludes that the scheme complies with the daylight and sunlight BRE guidelines and there would not be an unacceptable impact on daylight or sunlight to neighbouring properties.
- 10.58 With regard to overbearing impact and impact on outlook, No.15 Linton Lodge will face on to the Charlbury Road block and at its nearest point will be separated by 6m with an intervening building that belongs to no.15 and at the furthest point the property will be located approx. 11m away. The outlook will change from the property but officers are of the opinion that due to the separation distance the proposal would not have an overbearing impact or adversely impact on

outlook. 18b Charlbury Road would experience an increase in presence of the rear block extension due to its increased height and length. Overall the impact is not considered to be dissimilar to the existing arrangement and given that the extension would not extend the width of the neighbouring block there would still be an openness to the outlook of the property. The combination of the position and separation distance is therefore considered acceptable and would not have an adverse impact on outlook or have an overbearing impact. Due to the position of no.9 the outlook would not change greatly and therefore the proposal would not be considered harmful. 1-7 Northmoor Road would share a boundary with the garden block accommodation. As set out, the garden block would have an overall height of 3.7m which is considered modest and therefore whilst there would be a change in the outlook given the modest height of the garden block and the separation distances between the properties and the main extension block, the proposal is not considered overbearing and would not have an unacceptable impact on the outlook. With regard to the other neighbouring properties these properties are considered sufficiently distanced so not to be adversely impacted in terms of outlook and overbearing impact.

Other Impacts on Neighbouring Amenity

- 10.59 A number of other concerns and objections have been received in relation to the proposed development. Many of these other concerns deal with noise, traffic and pollution. Some of the objections relate to the existing hotel operation (and others also relate the evolution of the site from a smaller operation into a larger more commercial hotel). The proposed developments at the rear of the site; specifically the extensions and alterations to the 1970s wing would create additional noise, disturbance and light pollution in a backland plot. Whilst this would contribute to the harm caused to the character and appearance of the Conservation Area it is not considered to be materially harmful enough in terms of neighbour impact to warrant a reason for refusing planning permission. This is because the hotel already operates on the site and the type of activity that would arise from the proposed development would not materially harm amenity more than the existing level of activity.
- 10.60 In terms of traffic and air pollution, the proposal seeks to reduce car movements to the site; this is proposed as part of a rebranding and modernisation of the site (as well as the applicant's commitment to a shift in the way that their customers travel to the site). Whilst there would be some negative impacts arising from the increase in movements that would presumably accompany the increased level of accommodation, this would not be materially harmful in the context of neighbouring amenity having had regard to the existing presence of the hotel on the site.
- 10.61 In conclusion it is considered that the proposed development would not give rise to a materially harmful impact on neighbouring amenity.

d. Highways

- 10.62 A high number of objections have been received with regard to highways with noise, pollution, increase in traffic, danger to pedestrians and cyclists, lack of parking, servicing and congestion being cited. Oxfordshire County Council has

been consulted on the application and raises no objection to the proposal subject to conditions.

- 10.63 Policy M1 of the OLP states that planning permission will only be granted for development that minimises the need to travel and is laid out and designed in a way that prioritises access by walking, cycling and public transport. Policy M2 of the OLP states that a transport assessment must be submitted for development that is likely to generate significant amount of movement. Policy M3 and M4 of the OLP relates to car and cycle parking. A Transport Assessment (TA) and Delivery and Servicing Plan (DSP) has been submitted with the application.
- 10.64 The application site is located in a highly sustainable location with Linton Road being located off the Banbury Road which is one of the main roads into the city and which benefits from a number of bus stops. The site is also located close to Oxford Railway station. The site is located within a Controlled Parking Zone (CPZ) but most restrictions end at 4pm or 6:30pm so guests could potentially use these spaces when visiting the hotel.
- 10.65 The application seeks to reduce overall car parking across the site. The site currently comprises of 27 car parking spaces and the proposal seeks to reduce this to 6 car parking spaces. The frontage will comprise of 3 spaces to be used as drop off/pick up points and the 6 car parking spaces will be located to the rear accessed from Charlbury Road, 3 of them will include EV charging points. Objections have been received with regard to increased car, taxi and travel movement associated with the expansion of the hotel. Whilst the hotel will have more rooms on offer the number of car parking spaces have been reduced substantially with the number of visitor permits (20) remaining the same. The reduction in car parking is in line with the aspirations of the OLP and is actively encouraged in non-residential developments and to direct people to use more sustainable modes of traffic. It is likely that the traffic patterns will change with the reduction of car parking spaces at the hotel but the TP submitted with the application seeks to encourage those visitors to use alternative modes of transport. The proposal will include a taxi drop off spaces which will limit the requirement for taxis to park on street and which will allow them to wait in a suitable location whilst waiting for guests.
- 10.66 In 2022 a parking survey was undertaken on Tuesday 29th November and Wednesday 30th November with a 'snapshot' of the on-street parking at 07:00, 04:00 and 17:30. The surveys recorded occupation of legal parking spaces at all the above streets within a 200m walking distance of the hotel, categorised by applicable CPZs. The results of the survey show that an average of 75% of spaces were available overnight and 73% of spaces were available in the day, demonstrating that on occasions where the on site car parking would be full there would be sufficient space in the surrounding streets to accommodation potential overspill. Objections were received based on the timing of the survey and the fact that the hotel relies on street parking spaces but Oxfordshire County Council Highways are satisfied with the survey details and results and consider that there is capacity on the surrounding streets to accommodate any likely overspill.

- 10.67 The proposal is estimated to alter the trip generation - *AM peak (08:00-09:00) two-way people trips for the 123 -unit hotel is 58 (an increase 17 trips) and for the PM peak period (17:00-18:00)- 61 people two-way trips (increase of 17 trips) when compared to the existing hotel trips.*
- 10.68 The Hotel can provide up to 20 on-street parking permits per day to staff and visitors which can be used to park on the surrounding streets. Staff also have the option of purchasing an on-street parking permits from the hotel. The proposal seeks to maintain this level of permits and therefore there will not be an increase in the availability of permits as a result of the scheme.
- 10.69 The Travel Plan has set out ways to encourage the reduction in car movements to and from the site from both visitors and staff. These include but are not limited to advising visitors that car parking is limited and that the hotel can be accessed by other means, including taxi transfer as part of the hotel price and access to bikes for visitors' stay. Staff will receive a staff travel pack including public transport information, car sharing information and recruiting from the local area.
- 10.70 There are also objections to the impact of the development on the cycle route 51 which runs past the site. The development is not expected to impact on the cycle route in itself. As set out the reduction in car parking spaces is seeking to actively reduce traffic to the site, the permits to spaces on the surrounding roads are already available and survey results show that there is capacity. The hotel will have a Travel Plan coordinator who will be in charge of the TP and ensure it is implemented and distributed, in addition the County Council have asked for a financial contribution in order to monitor the site.
- 10.71 With regard to servicing the TA states '*Servicing of the existing hotel is undertaken principally from Charlbury Road. Food and dry food deliveries are undertaken by a 7.5t service vehicle, using Charlbury Road. Laundry deliveries and collections are undertaken by a rigid HGV (of up to 12m in length) from the Charlbury Road access. The vehicle parks beside the access alongside the kerb. As set out within the DSP, it is not expected that the proposals will change the existing timings for deliveries for the hotel, with a strict policy for suppliers to not deliver during the peak hours. Whilst there is not a restriction in terms of early or late deliveries (due to the hotel and suppliers needing to have some flexibility based on the needs of the hotel), the bulk of arrivals currently and will continue to arrive between 10am – 2pm.*'. In order to address neighbours' concerns about delivery timings the hotel will be implementing a restriction on weekday laundry deliveries and servicing between the hours of 08:00 – 09:00 to avoid the peak school drop-off time.
- 10.72 In terms of cycle parking the application seeks to provide 60 cycle parking spaces. Secure cycle storage spaces are to be provided to the front and rear of the hotel which is considered acceptable for the proposal.
- 10.73 Subject to conditions and the S106 contribution Oxfordshire County Council Highways raise no objection to the development.

e. Sustainability

- 10.74 Policy RE1 sets out the sustainability requirements for new major development. Planning permission will only be granted for development proposals for new build major developments (over 1000sqm) which achieve at least a 40% reduction in the carbon emissions from a code 2021 Building Regulations.
- 10.75 The report shows that the development can achieve a 40% reduction in carbon emissions over the new 2021 building regulations. The energy statement submitted with the application sets out how the scheme has been designed to meet the policy.
- 10.76 The development has a fabric first approach. The heating and cooling is to be provided via air source heat pumps, Presence detection lighting is to be incorporated and PV panels will be located on the roof.
- 10.77 The application sets out how the site will be monitored. *‘The project shall incorporate a number of monitoring systems integrated with the building controls systems to allow the energy use within the building to be monitored, recorded and reviewed live or historically. The monitoring systems can provide out of range monitoring to highlight where systems are using excessive energy or water, as well as allowing periodic reviews of energy or water use across day, week, months or years.*

This shall be achieved by the following proposed methods:

- *Post construction air permeability testing of the new buildings to prove air tightness specified in the BRUKL is being achieved.*
- *Main incoming utility meters (gas, water and electricity)*
- *Main plant/user metered energy use, gas, water and electricity (boilers, kitchens, vent systems etc)*
- *Small power and lighting metering on zone by zone basis via split metered distribution boards*
- *Water usage to cold water systems and hot water systems*

As a non-residential development of over 1000m² , a Display Energy Certificate (DEC) will be produced and displayed in line with the requirements of the Building Regulations for new development to display a Display Energy Certificate (DEC). In line with the City Council guidance, the scheme will display Energy Certificates for three years following occupation with an expectation that a DEC Rating of ‘A’ will be achieved at the end of the three-year period.’

f. Biodiversity

- 10.78 Policy G2 of the Oxford Local Plan refers to the protection of biodiversity and geo diversity.
- 10.79 The application site was previously surveyed in 2018, with an element of update survey work undertaken in 2022. Potential roosting features were identified on buildings B2 and B5, which were assessed to be of low suitability for roosting

bats. A single roost survey was undertaken on each feature in August 2022, with no bat roosts identified. The Biodiversity Metric 3.1 completed in support of the application indicates the proposals would result in an increase of 0.39 habitat units (+28.67%) and 0.18 hedgerow units (from a baseline of zero). Conditions are proposed to ensure suitable details are incorporated in the landscape plan as part of the final scheme. The application therefore allows for compliance with the 5% net gain and policy G2 of the OLP.

g. Drainage and Flooding

10.80 The site is located within Flood Zone 1 and is therefore deemed to be at a low risk of surface water flooding. The application was submitted with a Flood Risk and Drainage Strategy Report.

10.81 Comments have been received with regard to drainage/flooding and sewage issues. This Flood Risk Report sets out that the proposed development would be at a low risk of flooding. It also confirms that surface water run-off from the development could be drained sustainably, ensuring that flood risk is not increased elsewhere. Oxfordshire County Council and Thames Water have raised no objection on drainage or flooding grounds.

10.82 Oxfordshire County Council and Thames Water have raised no objection on drainage or flooding grounds

h. Environmental Health

Contaminated Land

10.83 Policy RE9 relates to land quality. It is considered that the risk of significant contamination on the site is considered low as there is no evidence of previous historical contaminative uses of the site. Notwithstanding this, given that new areas of landscaping are to be proposed, an informative has been included in case any unexpected contamination is encountered during development. The proposal therefore complies with policy RE9 of the OLP.

Air Quality

10.84 Policy RE6 relates to air quality. Objections have been received with regard to increased pollution from the development. The baseline assessment shows that the application Site is located within the Oxford city-wide Air Quality Management Area (AQMA), declared by Oxford City Council (OCC) for exceedances of the annual mean NO₂ air quality objective (AQO). The air quality baseline desk assessment shows that current air quality levels at the application site are quite below relevant air quality objectives for NO₂, PM₁₀ and PM_{2.5} concentrations. Therefore, the location of the application site is considered suitable for its intended use. Conditions have been included to ensure that the construction phase of the development is acceptable with regards to air quality.

Noise

- 10.85 Policy RE8 relates to noise and vibration. The application received a number of objections relating to noise, specifically but not limited to increased noise in the garden due to events, noise from the ventilation equipment, general disturbance, noise from servicing etc.
- 10.86 With regard to the plant equipment a condition will be included requiring any noise from the plant to be managed in line with Noise Policy Statement for England, National Planning Policy Framework (NPPF), Planning Practice Guidance on Noise, British Standard 8233: 2014 “Guidance on sound insulation and noise reduction for buildings and BS4142:2014 +A1:2019 “Methods for rating and assessing industrial and commercial sound” and policy RE8 of the Oxford Local Plan 2036 details of which will be required as a planning condition to ensure that appropriate noise mitigation is provided.
- 10.87 With regard to general noise generated from the development, officers acknowledge that there may be an increase in general noise from the hotel due to its expansion. The hotel has provided a noise policy in order to mitigate any noise issues. The policy includes and is not limited to having restricted times when the garden is in use, this is proposed to be between 8am and 10pm. Doors and windows will remain closed after 8pm if there are any events in the internal spaces and any third party party providers will be required to sign the hotels sound agreement prior to the event taking place. The policy sets out that *‘On receipt of a noise complaint, we will contact the person(s) concerned. It may be that by simply explaining the problem we can reach a solution.*
- 10.88 *If further complaints are received, we will provide the person(s) with the hotel’s Zero Tolerance Policy. The Deputy Manager will explain and outline what further action will be taken, for example this may involve expulsion of the guest or visitor from the hotel, disciplinary actions on staff, or calling the Police if this is required.’*
- 10.89 With regard to servicing it has been set out that this is unlikely to change from the general arrangement with most deliveries arriving between 10am-2pm apart from laundry delivery and collection that occurs between 6-7am 6 days a week.
- 10.90 Officers acknowledge that there will be changes to the site but the hotel already operates on the site and the type of activity that would arise from the proposed development would not materially harm amenity more than the existing level of activity. This is also the case when considering the objections relating to events, staff and use of the garden. In addition, the hotel has proposed a noise policy to further help mitigate the noise associated with hotel, on this basis officers are of the opinion that the development would not have an unacceptable impact with regard to noise.

Health Impact Assessment

- 10.91 A Health Impact Assessment has been submitted in accordance with policy RE5 which seeks to promote strong, vibrant and healthy communities and reduce health inequalities. A completed Health Impact assessment has been included with the application

10.92 The conclusion that can be drawn from the submitted HIA is that the development would not have any notably adverse impacts in terms of health outcomes and the overall impact on public health would be neutral or positive. The proposal therefore complies with the requirements of policy RE5.

11. CONCLUSION

11.1 Having regards to the matters discussed in the report, officers would make members aware that the starting point for the determination of this application is in accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004 which makes clear that proposals should be assessed in accordance with the development plan unless material considerations indicate otherwise.

11.2 The NPPF recognises the need to take decisions in accordance with Section 38(6) but also makes clear that it is a material consideration in the determination of any planning application (paragraph 2). The main aim of the NPPF is to deliver Sustainable Development, with paragraph 11 detailing the key principle for achieving this aim. The NPPF also goes on to state that development plan policies should be given due weight depending on their consistency with the aims and objectives of the NPPF. The relevant development plan policies are considered to be consistent with the NPPF.

Compliance with Development Plan Policies

11.3 Therefore in conclusion it is necessary to consider the degree to which the proposal complies with the policies of the development plan as a whole and whether there are any material considerations, such as the NPPF, which are inconsistent with the result of the application of the development plan as a whole.

11.4 The proposal is considered to comply with the development plan. Where issues have been raised with regard to harm to the historic environment, in line with the NPPF, paragraph 202 has been engaged. Whilst some harm has been identified to the historic environment and whilst great weight has been given to the conservation of the designated heritage assets, taking into account all the material considerations, it is considered that the benefits to the scheme would outweigh the less than substantial harm that has been identified.

Material considerations

11.5 The principal material considerations which arise are addressed below, and follow the analysis set out in earlier sections of this report.

11.6 National Planning Policy: The NPPF has a presumption in favour of sustainable development. NPPF paragraph 11 states that proposals that accord with the development plan should be approved without delay, or where the development plan is absent, silent, or relevant plans are out of date, granting permission unless any adverse impacts would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole; or specific policies in the framework indicate development should be restricted.

- 11.7 Officers consider that the proposal would accord with the overall aims and objectives of the NPPF for the reasons set out within the report. Therefore in such circumstances, Paragraph 11 is clear that planning permission should be approved without delay. This is a significant material consideration in favour of the proposal.
- 11.8 The proposal seeks to provide new hotel accommodation as well as the refurbishment of the existing hotel which is located in a sustainable location, the proposal will not have an unacceptable impact on neighbouring amenity or the historic environment and conditions have been included to ensure this remains in the future. The proposal will allow for sufficient cycle parking and will provide biodiversity enhancements.
- 9.31. It is therefore recommended that the Committee resolve to grant planning permission for the development proposed subject to the satisfactory completion (under authority delegated to the Head of Planning Services) of a legal agreement under section 106 of the Town and Country Planning Act 1990 and other enabling powers and subject also to the conditions set out in section 12 below.

12. CONDITIONS

Time limit

1. The development to which this permission relates must be begun not later than the expiration of three years from the date of this permission.

Reason: In accordance with Section 91(1) of the Town and Country Planning Act 1990 as amended by the Planning Compulsory Purchase Act 2004

Approved plans

2. Subject to other conditions requiring updated or revised documents submitted with the application, the development permitted shall be constructed in complete accordance with the specifications in the application and approved plans listed below, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To avoid doubt and to ensure an acceptable development as indicated on the submitted drawings in accordance with policy S1 of the Oxford Local Plan 2016-2036.

Materials

3. Prior to the commencement of development excluding demolition and enabling works a schedule of materials together with samples and sample panels of the exterior materials to be used shall be submitted to and approved in writing by the Local Planning Authority before the start of work on the site above ground and only the approved materials shall be used unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure high quality development and in the interests of the visual appearance in accordance with policies DH1 of the Oxford Local Plan 2016-2036.

Fenestration details

4. Details of the windows (including details of the Juliet/terrace balconies) and doors shall be submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be carried out unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a sympathetic appearance of the proposed development in accordance with policy DH1 of the Oxford Local Plan 2016-2036.

Solar Panels

5. Details of the solar panels shall be submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be carried out unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a sympathetic appearance of the proposed development in accordance with policy DH1 of the Oxford Local Plan 2016-2036.

Dust mitigation

6. No development shall take place until the complete list of site specific dust mitigation measures and recommendations that are identified on Table 7.1 (pages 20-22) of the Air Quality Assessment that was submitted with this application, are included in the current site's Construction Environmental Management Plan (CEMP). The new (updated) version of the CEMP shall be submitted to and approved in writing by the Local Planning Authority and the development must be carried out in accordance with the approved version.

Reason: To ensure that the overall dust impacts during the construction phase of the proposed development will remain as "not significant", in accordance with the results of the dust assessment, and with Core Policy RE6 of the new Oxford Local Plan 2016- 2036.

EV Charging

7. Prior to the commencement of development, details of the Electric Vehicle charging infrastructure shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the following provisions:
 - a. Location of EV charging points;
 - b. The amount of electric car charging points should cover at least 25% of the amount of
 - c. permitted parking of the commercial development;
 - d. Appropriate cable provision to prepare for increased demand in future years.
 - e.

The electric vehicle infrastructure shall be formed, and laid out in accordance with these approved details before the development is first in operation and shall remain in place thereafter.

Reason: To contribute to improving local air quality in accordance with policy M4 of the Oxford Local Plan 2016-2036 and enable the provision of low emission vehicle infrastructure.

Plant details

8. Noise from new plant proposed as part of the development is to be mitigated at all times such that is no more than 44dB LAr,T during the day and 30dB LAr,T during the night, when measured at the façade of all noise sensitive receptors when measured and corrected in accordance with BS4142:2014 +A1:2019 "Methods for rating and assessing industrial and commercial sound The external noise levels emitted from plant/ machinery/ equipment shall ensure that the rating level of the noise emitted from the proposed installation located at the site shall not exceed the existing background level at any noise sensitive premises when measured and corrected in accordance with BS4142:2014 +A1:2019 "Methods for rating and assessing industrial and commercial sound."

Odour abatement equipment

9. Prior to occupation of the development details shall be submitted to and approved in writing by the Local Planning Authority, of the installation, operation, and maintenance of the odour abatement equipment and extract system, including the height of the extract duct and vertical discharge outlet, in accordance with the 'EMAQ+Control of Odour and Noise from Commercial Kitchen Exhaust Systems. The approved details shall be implemented prior to the occupation of the development and thereafter be permanently retained.

Reason: To ensure the amenity of occupiers and neighbours is not impacted by the proposed development in accordance with policies RE7 and RE8 of the Oxford Local Plan 2036.

Noise policy

10. Neither music nor amplified loud voices emitted from the hotel shall be audible at any residential/ noise sensitive premises and the hotel shall operate in accordance with the noise policy.

Reason: To ensure the amenity of occupiers and neighbours is not impacted by the proposed development in accordance with policies RE7 and RE8 of the Oxford Local Plan 2036.

Plant noise

11. Prior to use, the proposed plant installation and ducting at the development shall be mounted with proprietary anti-vibration isolators and fan motors shall

be vibration isolated from the casing and adequately silenced and retained and maintained thereafter.

Reason: To ensure the amenity of occupiers and neighbours is not impacted by the proposed development in accordance with policies RE7 and RE8 of the Oxford Local Plan 2036.

Contamination

12. Any contamination that is found during the course of construction of the approved development that was not previously identified shall be reported immediately to the Local Planning Authority. Development on that part of the site affected shall be suspended and a risk assessment carried out by a competent person and submitted to and approved in writing by the Local Planning Authority. Where unacceptable risks are found remediation and verification schemes shall be submitted to and approved in writing by the Local Planning Authority. These approved schemes shall be carried out before the development (or relevant phase of development) is resumed or continued. If topsoil material is imported to the site the developer should obtain certification from the topsoil provider to ensure that the material is appropriate for the proposed end use.

Reason: To ensure that any soil and water contamination is identified and adequately addressed to ensure the site is suitable for the proposed use in accordance with the requirements of policy RE9 of the Oxford Local Plan 2016 - 2036.

Landscaping Scheme

13. Before the occupation of the development hereby approved, a comprehensive landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall show details of all planting areas, tree and plant species, numbers and planting sizes. The approved landscape scheme shall then be implemented and retained. The entire landscaping scheme shall be completed by the end of the planting season immediately following the completion of the development.

Reason: In the interests of visual amenity in accordance with policies G7, G8 and DH1 of the Oxford Local Plan 2016-2036

Replacement Trees

14. Any existing retained trees, or new trees or plants planted in accordance with the details of the approved landscape proposals that fail to establish, are removed, die or become seriously damaged or defective within a period of five years after first occupation or first use of the development hereby approved shall be replaced. They shall be replaced with others of a species, size and number as originally approved during the first available planting season unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of visual amenity in accordance with policies G7, G8 and DH1 of the Oxford Local Plan 2016-2036.

Landscape Management Plan

15. Prior to first occupation or first use of the development hereby approved a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules and timing for all landscape areas shall be submitted to, and approved in writing by, the Local Planning Authority. The landscape management plan shall thereafter be carried out as approved by the Local Planning Authority.

Reason: In the interests of visual amenity in accordance with policies G7, G8 and DH1 of the Oxford Local Plan 2016-2036.

Hard Landscaping

16. No development shall take place until details of the design of all new hard surfaces and a method statement for their construction shall first have been submitted to and approved in writing by the Local Planning Authority and the hard surfaces shall be constructed in accordance with the approved details unless otherwise agreed in writing beforehand by the Local Planning Authority. Details shall take into account the need to avoid any excavation within the Root Protection Area of any retained tree and where appropriate the Local Planning Authority will expect "no-dig" techniques to be used, which require hard surfaces to be constructed on top of existing soil levels in accordance with the current British Standard 5837: "Trees in Relation to Design, Demolition and Construction - Recommendations".

Reason: In the interests of visual amenity in accordance with policies G7, G8 and DH1 of the Oxford Local Plan 2016-2036.

Underground Services

17. No development shall take place until details of the location of all underground services and soakaways have been submitted to and approved in writing by the Local Planning Authority. The location of underground services and soakaways shall take account of the need to avoid excavation within the Root Protection Areas of retained trees as defined in the current British Standard 5837 "Trees in Relation to Design, Demolition and Construction - recommendations". Works shall only be carried out in accordance with the approved details unless otherwise agreed in writing beforehand by the local planning authority.

Reason: In the interests of visual amenity in accordance with policies G7, G8 and DH1 of the Oxford Local Plan 2016-2036.

Tree protection plan

18. No development, including demolition or enabling works, shall take place until a Tree Protection Plan (TPP) has been submitted to, and approved in writing by the Local Planning Authority. The TPP shall include such details as are appropriate for the protection of retained trees during development, and shall be in accordance with the current BS. 5837: "Trees in Relation to Design, Demolition and Construction - Recommendations" unless otherwise agreed in writing by the Local Planning Authority.

The TPP shall include a scale plan indicating the positions of barrier fencing and/or ground protection materials to protect Root Protection Areas (RPAs) of retained trees and/or create Construction Exclusion Zones (CEZ) around retained trees. The approved physical protection measures shall be in place prior to the commencement of any development, including demolition or enabling works, and shall be retained for the duration of construction, unless otherwise agreed in writing beforehand by the Local Planning Authority. The Local Planning Authority shall be informed in writing when physical measures are in place, in order to allow Officers to make an inspection prior to the commencement of development. No works or other activities including storage of materials shall take place within designated Construction Exclusion Zones unless otherwise agreed in writing beforehand by the Local Planning Authority.

Reason: In the interests of visual amenity in accordance with policies G7, G8 and DH1 of the Oxford Local Plan 2016-2036.

Arboriculture method statement

19. No development, including demolition and enabling works, shall take place until a detailed statement (the Arboricultural Method Statement (AMS)) has been submitted to and approved in writing by the Local Planning Authority. The AMS shall detail any access pruning proposals, and shall set out the methods of any workings or other forms of ingress into the Root Protection Areas (RPAs) or Construction Exclusion Zones (CEZs) of retained trees. Such details shall take account of the need to avoid damage to the branches, stems and roots of retained trees, through impacts, excavations, ground skimming, vehicle compaction and chemical spillages including lime and cement. The development shall be carried out in strict accordance with of the approved AMS unless otherwise agreed in writing beforehand by the Local Planning Authority.

Reason: To protect retained trees during construction in accordance with policies G7, G8 and DH1 of the Oxford Local Plan 2016-2036.

Arboricultural Monitoring Programme

20. Development, including demolition and enabling works, shall not begin until details of an Arboricultural Monitoring Programme (AMP) have been submitted to and approved in writing by the Local Planning Authority. The AMP shall include a schedule of a monitoring and reporting programme of all on-site supervision and checks of compliance with the details of the Tree Protection Plan and/or Arboricultural Method Statement, as approved by the Local

Planning Authority. The AMP shall include details of an appropriate Arboricultural Clerk of Works (ACoW) who shall conduct such monitoring and supervision, and a written and photographic record shall be submitted to the LPA at scheduled intervals in accordance with the approved AMP.

Reason: In the interests of visual amenity in accordance with policies G7, G8 and DH1 of the Oxford Local Plan 2016-2036

Further ecological survey

21. If the development hereby approved does not commence by March 2024, or if having commenced is suspended by a period of 12 months or more, further ecological survey(s) shall be commissioned to establish if there have been any changes in the presence of roosting bats, and identify any likely new ecological impacts that might arise from any changes. Where the survey results indicate that changes have occurred that will result in ecological impacts not previously addressed in the approved scheme, new ecological measures, and a timetable for their implementation, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. Works shall then be carried out in accordance with the approved ecological measures and timetable.

Reason: To comply with The Conservation of Habitats and Species Regulations 2017 (as amended), The Wildlife and Countryside Act 1981 (as amended) and Policy G2 of the Oxford Local Plan 2036 and Policy G2 of the Oxford Local Plan 2036.

Bird nesting and bat roosting

22. The provision of bird nesting and bat roosting devices detailed in the Briefing Note: Ecology Response, produced by Ecology Solutions and dated March 2023, shall be fully constructed prior to occupation of the approved development and shall be retained as such thereafter, unless otherwise approved in writing by the Local Planning Authority. Any new fencing will include holes suitable for the safe passage of hedgehogs.

Reason: To enhance biodiversity in Oxford City in accordance with Policy G2 of the Oxford Local Plan 2036 and Policy G2 of the Oxford Local Plan 2036.

Green roof

23. Prior to work commencing on site excluding demolition, details of the green roof to be installed shall be submitted to and approved in writing by the Local Planning Authority. This must include details of all species to be planted. Once agreed the roof shall be planted prior to occupation of the building and shall be maintained thereafter.

Reason: To enhance biodiversity in Oxford City in accordance with Policy G2 of the Oxford Local Plan 2036 and Policy G2 of the Oxford Local Plan 2036

Energy statement

24. The development shall be implemented in strict accordance with the approved Energy Statement. "Linton Lodge Hotel Energy Statement" Rev 2 dated January 2023 produced by Watermans." Prior to the occupation of the development evidence (including where relevant Energy Performance Certificate(s) (EPC), Standard Assessment Procedure (SAP) and Building Regulations UK, Part L (BRUKL) documents) shall be submitted to the Local Planning Authority to confirm that the energy systems have been implemented according to details laid out in the approved Energy Statement and that they achieve the target performance as approved.

Reason: To ensure compliance with policies S1 and RE1 of the Oxford Local Plan 2016- 2036.

Drainage details

25. 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 (if applicable)
 - 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

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal in accordance with the requirements of policy RE4 of the Oxford Local Plan 2016-2036.

SUDS

26. 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:
As built plans in both .pdf and .shp file format;

- Photographs to document each key stage of the drainage system when installed on site;
- Photographs to document the completed installation of the drainage structures on site;
- The name and contact details of any appointed management company information

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal in accordance with the requirements of policy RE4 of the Oxford Local Plan 2016-2036.

Car parking

27. Prior to first occupation of the development, a plan detailing the proposed layout of the car parking area shall be submitted to, and approved in writing by, the Local Planning Authority. The Car Park Layout Plan shall demonstrate that all the car parking spaces meet the minimum dimensions required and can be safely and easily accessed. The car park shall be laid out in accordance with the approved plans prior to occupation of the development and retained thereafter. Reason: in the interest of highway safety

Reason: In the interests of highway safety in accordance with Policy M2 of the Oxford Local Plan 2036.

Cycle parking

28. Prior to commencement details of the cycle parking areas, including dimensions, type of provision, and means of enclosure, shall be submitted to, and approved in writing by, the Local Planning Authority. The development shall not be brought into use until the cycle parking areas, type of provision, and means of enclosure have been provided within the site in accordance with the approved details and thereafter the areas shall be retained solely for the purpose of the parking of cycles.

Reason: To encourage the use of sustainable modes of transport and to protect the visual appearance of the area in accordance with Policy M5, DH1 and DH3 of the Oxford Local Plan 2036.

Pick-up drop-off management plan

29. Prior to first occupation the Hotel Guest pick-up and drop-off operational Management Plan shall be submitted to the Local Planning Authority for its approval in writing. The agreed management plan shall then be implemented from occupation thereafter.

Reason: In the interests of highway safety in accordance with Policy M2 of the Oxford Local Plan 2036.

Construction management plan

30. Prior to the commencement of the development a Construction Traffic Management Plan prepared in accordance with Oxfordshire County Council's checklist, shall be submitted to and approved in writing by the Local Planning Authority. The construction works shall be carried out in accordance with the details approved in the Construction Traffic Management Plan.

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 in accordance with Policy M2 of the Oxford Local Plan 2036.

Swept Path details

31. A Design of Rear access drawing superimposed with swept path of Service and Emergency service vehicles shall be submitted to the Local Planning Authority for its written approval. The agreed swept path shall then be implemented prior to occupation and retained thereafter.

Reason: In the interests of highway safety in accordance with Policy M2 of the Oxford Local Plan 2036.

Travel Plan Statement

32. Prior to first occupation of the development a Travel Plan Statement and Residential Travel Information Pack shall be submitted to the Local Planning Authority for its written approval. The approved document shall then be implemented prior to occupation and retained thereafter.

Reason: To ensure that the development does not generate a level of vehicular parking which would be prejudicial to highway safety, or cause parking stress in the immediate locality, in accordance with policies RE7 and H8 of the Oxford Local Plan 2036.

Substation details

33. Prior to occupation details of the substation including the proposed screening shall be submitted to the Local Planning Authority for approval, the approved details shall then be implemented prior to occupation and retained thereafter.

Reason: To ensure high quality development and in the interests of the visual appearance in accordance with policies DH1 of the Oxford Local Plan 2016-2036.

Boundary details

34. Prior to occupation details of the boundary details including details of the railings shall be submitted to the Local Planning Authority for approval, the approved details shall then be implemented prior to occupation and retained thereafter.

Reason: To ensure high quality development and in the interests of the visual appearance in accordance with policies DH1 of the Oxford Local Plan 2016-2036.

INFORMATIVES :-

- 1 Prior to commencement of development, a separate consent must be obtained from the County's Road Agreements Team for any new highway vehicular access under S278 of the Highway Act. Contact: 01865 815700; RoadAgreements@oxfordshire.gov.uk.
- 2 Construction and demolition works and associated activities at the development, audible beyond the boundary of the site should not be carried out other than between the hours of 07:00 – 19:00 Monday to Friday daily, 08:00 – 13:00 on Saturdays and at no other times, including Sundays and Public/Bank Holidays, unless otherwise agreed with the Environmental Health Officer.
- 3 At least 21 days prior to the commencement of any site works, all occupiers surrounding the site should be notified in writing of the nature and duration of works to be undertaken. The name and contact details of a person responsible for the site works should be made available for enquiries and complaints for the entire duration of the works and updates of work should be provided regularly. Any complaints should be properly addressed as quickly as possible.
- 4 No waste materials should be burnt on site of the development hereby approved.
- 5 All species of bats and their roosts are protected under The Wildlife and Countryside Act 1981 (as amended) and The Conservation of Habitats and Species Regulations 2017 (as amended). Please note that, among other activities, it is a criminal offence to deliberately kill, injure or capture a bat; to damage, destroy or obstruct access to a breeding or resting place; and to intentionally or recklessly disturb a bat while in a structure or place of shelter or protection. Occasionally bats can be found during the course of development even when the site appears unlikely to support them. In the event that this occurs, work should stop immediately and advice should be sought from a suitably qualified ecologist. A European Protected Species Mitigation Licence (EPSML) may be required before works can resume.
- 6 All wild birds, their nests and young are protected during the nesting period under The Wildlife and Countryside Act 1981 (as amended). Occasionally nesting birds can be found during the course of development even when the site appears unlikely to support them. If any nesting birds are present then the buildings works should stop immediately and advice should be sought from a suitably qualified ecologist.

13. APPENDICES

- **Appendix 1** – Site location plan

14. HUMAN RIGHTS ACT 1998

14.1 Officers have considered the implications of the Human Rights Act 1998 in reaching a recommendation to approve this application. They consider that the interference with the human rights of the applicant under Article 8/Article 1 of Protocol 1 is justifiable and proportionate for the protection of the rights and freedom of others or the control of his/her property in this way is in accordance with the general interest.

15. SECTION 17 OF THE CRIME AND DISORDER ACT 1998

15.1 Officers have considered, with due regard, the likely effect of the proposal on the need to reduce crime and disorder as part of the determination of this application, in accordance with section 17 of the Crime and Disorder Act 1998. In reaching a recommendation to grant planning permission, officers consider that the proposal will not undermine crime prevention or the promotion of community.