

# Planning Statement

**Proposed removal of car parking spaces from Banbury Road frontage and removal of double garage and car parking at eastern end of the site off Linton Road (where planning permission has been granted for the erection of a new dwelling under reference 21/02112/FUL). Formation of new access from Linton Rd. and erection of double garage to replace the car parking which is to be removed. Landscaping of Banbury Road frontage and adjoining the proposed new garage.**

**At 100 Banbury Road, Oxford OX2 6JU**

**March 2024**

## **1. Introduction**

**1.1.** This Statement relates to the application which seeks full planning permission for the following:

Proposed removal of car parking spaces from Banbury Road frontage and removal of double garage and car parking at eastern end of the site off Linton Road (where planning permission has been granted for the erection of a new dwelling under reference 21/02112/FUL). Formation of new access from Linton Rd. and erection of double garage to replace the car parking which is to be removed. Landscaping of Banbury Road frontage and adjoining the proposed new garage.

**1.2.** 100 Banbury Rod is currently in use as an hotel. It has 13 lettable bedrooms and manager's accommodation. Planning permission has been granted for the conversion of the main building into 2 flats with a "coach house" at the eastern end of the site. However, whilst the new house is proposed to be constructed in the near future, the owner wishes to retain the use as an hotel for the remainder for the time being.

**1.3.** In order to seek to improve the attraction of the hotel amongst a great deal of competition, as well as some internal improvements and changed management, it is proposed that the frontage car parking be removed for the most part and the area landscaped to improve the attraction of the site from the main road. The garage and parking at the eastern end of the site would also be removed (where the new house has been permitted and will be constructed).

**1.4.** Overall, car parking to serve the hotel would be reduced from some 14 spaces to 6 (7 if the driveway in front of the proposed garage is included). This substantial reduction would remain sufficient for the hotel to operate, whilst improving its attraction from the Banbury Road.

**1.5.** The site is within the designated North Oxford Victorian Suburb Conservation Area.

## **2. Planning History**

**2.1.** The main relevant application is reference 21/02112/FUL which proposed *Demolition of existing garages and external fire escape to hotel. Conversion of hotel (Use Class C1) to create 1 x 1 bed basement flat and 1 x 7-bed dwelling over ground, first and second floors (Use Class C3). Enlargement of 2no. existing lighwells, insertion of 3no. windows and alteration to 1no. window to north elevation. Erection of a new coach house to rear garden to create a 1 x 3 bed dwellinghouse (Use Class C3). Installation of railings to boundary wall of hotel. Provision of vehicle and cycle parking and bin storage. (amended plans).* The permission remains extant.

2.2. Two applications relating to this were approved: 21/02112/CND and 21/02112/NMA which dealt with conditions and a minor change respectively.

### 3. Planning Policy

3.1. The relevant development plan document is the Oxford Local Plan 2036 (OLP) which was adopted in 2020 and the Summertown and St Margarets Neighbourhood Plan (SSNP). National policy is set out in the National Planning Policy Framework 2023 (NPPF). Decisions are also governed by the requirement of Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) which requires that *special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.*

3.4. **NPPF 2023:** Applicants should describe the significance of heritage assets and LPAs should assess the significance of any heritage asset that may be affected by a proposal and take this into account. Such an assessment should be proportionate in relation to the proposal and the value of the asset. When considering the impact of a proposed development, great weight should be given to its conservation: the more important the asset the greater the weight should be. Significance can be harmed by alteration or destruction of the asset or by impact on its setting. Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss. Where a development would lead to less than substantial harm to the significance of a designated asset, this should be weighed against other public benefits of a proposal including securing its optimum viable use (paragraphs 194 to 204).

3.5. The NPPF seeks to promote sustainable travel. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework)(Paragraph 112). Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 115).

3.6. **OLP:** The following policies are relevant:

S1: Presumption in favour of sustainable development

DH1: High quality design and Placemaking

DH3: Designated heritage assets

M3: Motor vehicle parking

V5: Sustainable tourism

**3.7.** Appendix 7 of the OLP sets out car parking standards, none of which relate to hotels. The Council has also produced Technical Advice Notes (TANs) which have no statutory significance but contain explanations of its policies. Policy M3 of the OLP proposes that for non-residential developments vehicle parking should be kept to a minimum consistent with the functioning of the operation and will seek as reduction in appropriate circumstances. This is echoed in the TAN 12 which relates to parking and seeks to encourage sustainable travel modes.

**3.8. SSNP:** The SSNP was made in 2019. It includes spatial policies relevant to the development plan and community policies which are not. In the context of the proposals, policies TRS 1 and 2 encourage sustainable transport; HOS 2, 3, & 4 seek to ensure development responds to local character and density (be they either traditional or innovative designs), seek to support the re-instatement of front gardens, support increased density of development, and accepts the contribution which can be made from development in back gardens subject to certain criteria.

#### **4. Planning Considerations**

**4.1.** This is a modest proposal which seeks to improve the setting of the hotel from Banbury Road whilst providing adequate car parking for the functioning of the hotel. It seeks to remove car parking from the site frontage on Banbury Road and add landscaping, the details of which can be reserved by the imposition of a suitable condition. It also seeks to remove car parking and garaging at the eastern end of the site off Linton Road where a new house has been permitted (reference 21/02112/FUL).

**4.2.** The car parking provision for the hotel and on site overall would be reduced. There would be a replacement for the garage at the eastern end of the site. This would entail a new vehicular access from Linton Road with the proposed new single storey garage set back from the Linton Road frontage. The existing wall either side of the proposed access would be retained with vision splays provided as shown on the submitted drawings.

**4.3.** The new garage would be landscaped and have a green, planted roof. Landscaping would be added to the west side of the proposed garage and access to provide separation from the garden of the hotel and add to amenity.

**4.4.** The proposed reduction in parking overall is consistent with the Council's policy M3. The removal of parking from the site frontage and its landscaping would enhance the appearance of the site in the conservation area. The new garage and access would be modest in size and low in appearance and would be barely noticeable in the street. It would be smaller than the existing garaging at the eastern end of the site.

**4.5.** The new garage would have a neutral impact and would not harm the significance of the conservation area. If it is considered that there would be some harm, it would be at the lowest end of less than significant harm, but this would be outweighed by the public benefits of replacing car parking on the Banbury Road frontage with new landscaping, reducing potential traffic movements by car, and promoting more sustainable travel options. The site is on a main public transport and cycling route in and out of the City centre. There would also be benefits to the frontage trees, which are an important feature of Banbury Road, through the removal of car parking which takes place over their root systems.

**4.6.** These conclusions are shared by the Heritage Statement which accompanies the application.

## **5. Conclusions**

**5.1.** This application proposes modest change which would result in benefits to the conservation area and the appearance of the site; reductions in car parking; and would support sustainable travel. It would be policy compliant and the presumption should be in favour of its approval, subject to conditions regarding the details of the proposed landscaping, over which the Council will have control.