

Case Officer: Sarah Greenall

Applicant: Go Karting For Fun Limited (trading As TeamSport)

Proposal: Change of Use to provide for an indoor go-karting facility (sui generis use), minor external alterations

Ward: Bicester East

Councillors: Cllr Sean Gaul
Cllr Richard Mould
Cllr Tom Wallis

Reason for Referral: Local interest

Expiry Date: 13 June 2019

Committee Date: 18 July 2019

EXECUTIVE SUMMARY OF PROPOSALS AND RECOMMENDATION

RECOMMENDATION: GRANT PERMISSION SUBJECT TO CONDITIONS

Proposal

Planning permission is sought to change the use of the building from an industrial unit (use class B8) to provide an indoor go-karting facility (sui generis) along with minor external alterations to the building. The alterations to the building include removing the existing door and window on the south west elevation (Elevations A), creating a bigger opening and inserting glazed customer automatic entrance doors. The proposals confuse the application for planning permission and advertisement consent which should be dealt with separately. As such, the proposed advertisements and associated lighting will be dealt with in the advertisement consent and not discussed as part of this application.

Consultations

The following consultees have raised **no objections** to the application:

- OCC Highways, CDC Building Control, CDC Environmental Health

19 letters of objection have been received and 3 letters of support have been received.

Planning Policy and Constraints

The site lies within an existing strategic employment site. It is also located on potentially contaminated land.

The application has also been assessed against the relevant policies in the NPPF, the adopted Local Plan and other relevant guidance as listed in detail at Section 8 of the report.

Conclusion

The key issues arising from the application details are:

- Principle of Development
- Design, and impact on the character of the area
- Residential amenity
- Highway safety

The report looks into the key planning issues in detail, and Officers conclude that the proposal is acceptable subject to conditions.

Members are advised that the above is a summary of the proposals and key issues contained in the main report below which provides full details of all consultation responses, planning policies, the Officer's assessment and recommendations, and Members are advised that this summary should be read in conjunction with the detailed report.

MAIN REPORT

1. APPLICATION SITE AND LOCALITY

- 1.1. 29 Murdock Road forms part of a wider industrial area that has a mixture of uses including B1, B2, B8 and D2. The unit has a floor space of approximately 2,389 square metres and comprises of a two storey commercial warehouse unit, with an area of designated parking to the front and side of the unit. The site is accessed via Murdock Road which forms the wider industrial estate, which itself is accessed off Launton Road. The north east, south east and south west of the site is bound by other industrial units, with the north east of the site being bound by a footpath, with residential properties and an area of open green space beyond.
- 1.2. The footpath to the north west of the site provides access to Bicester town centre which is approximately 0.7 kilometres from the site. Also in close proximity are a number of bus stops located on Churchill Road, the closest of which is approximately 350 metres to the north east of the site and Bicester North train station less than a 1 kilometre walk to the west of the site.

2. CONSTRAINTS

- 2.1. The application site is located on an existing strategic employment site. The site is also located an area of potentially contaminated land likely due to the industrial nature of the area and the close proximity to the railway. However this is not relevant to this application given that there is no excavation involved with this proposal. There is a public footpath to the north west of the site however this is unlikely to be impacted by the proposed development. There are records of protected and notable species within a 250 metre buffer of the site. There are no other site constraints directly relevant to this application.

3. DESCRIPTION OF PROPOSED DEVELOPMENT

- 3.1. Planning permission is sought to change to use of the unit to provide for an indoor go-karting facility (*sui generis* use) with minor external alterations to the building.

4. RELEVANT PLANNING HISTORY

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

<u>Application Ref.</u>	<u>Proposal</u>	<u>Decision</u>
NE.456/72	Erection of warehouses of varying size including access road, car parking and lorry loading areas	Application Permitted
CHS.59/79X	Alterations to warehouse and provision of	Application

	office accommodation	Permitted
CHS.247/79X	Extension to form store disaster unit	Application Permitted
CHS.210/88	Erection of 6 no. Portakabins for additional office and w.c. accommodation	Application Permitted
11/00662/F	Change of use of existing industrial unit from B8 to B1 and B2 use	Application Permitted
12/00315/F	Alterations to front and side elevations, increase in number of parking spaces. Increase in B1 office floor space	Application Permitted
16/00843/F	Installation of boundary fencing with secure gate positions	Application Withdrawn
17/00952/F	Proposed boundary fencing with secure gate positions, inclusion of soft landscaping details	Application Permitted
19/00723/ADV	Installation of TeamSport signage - 3 No externally illuminated fascia signs	Pending Consideration

5. PRE-APPLICATION DISCUSSIONS

5.1. No pre-application discussions have taken place with regard to this proposal.

6. RESPONSE TO PUBLICITY

6.1. This application has been publicised by way of a site notice displayed near the site, by advertisement in the local newspaper, and by letters sent to all properties immediately adjoining the application site that the Council has been able to identify from its records. The final date for comments was 06.06.2019, although comments received after this date and before finalising this report have also been taken into account.

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

- Objections were made on the grounds that the development would cause unacceptable amount of noise pollution through the go karts themselves, and people and cars arriving and leaving the venue. Specific concern was raised about the site's close proximity to elderly and vulnerable people in this regard and the fact Murdock Road is designated for light industrial use.
- An objection was made over concerns of the impact of noise and vibrations on the offices at number 30 Murdock Road.
- Objections were made on the grounds the development would cause further traffic issues in the area as it would encourage further parking in residential areas and the opening times coincide with school drop offs which could cause a fatal incident. Concerns were also raised due to the site not being

served by public transport, and the increased traffic would make it difficult for lorries using the industrial estate.

- Objections were made on the grounds that the development would cause unacceptable pollution, from both emissions and additional lighting, which would be detrimental to the health and well-being of the surroundings residents and primary school, as well as fauna and flora in the area. It was also stated it would go against Bicester's Garden Town status.
- Objections were made on the grounds that the increased footfall would cause an increase in anti-social behaviour, including littering, and from people entering and leaving the site. There were also concerns raised about the inclusion of a licensed bar.
- Comments also noted that there could be more appropriate sites to locate this, and it was also suggested a number of conditions should be included if the application is permitted including soundproofing of the building, opening time restrictions and double yellow lines and parking permits provided in Hertford Close.
- Comments in support of the scheme were made on the grounds it would be beneficial to the community to expand leisure activities, it would reduce the need to travel to other facilities, and the fact the site is already used for industrial purposes and HGV activity would be reduced. It was also noted the building no longer conforms to the demands of previous uses and although electric karts should be considered it was good to see the provision of electric charging points in the site.

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

7. RESPONSE TO CONSULTATION

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

PARISH/TOWN COUNCIL AND NEIGHBOURHOOD FORUMS

7.2. BICESTET TOWN COUNCIL: **object** on the grounds of the impact on noise to surrounding residents and late night activity, as well as pollution caused by the activities. It was also noted if the application were to be approved BTC would seek a reduction in operating hours. It was also noted that there were concerns over the sale of alcohol and that the application would be welcomed in a different location.

CONSULTEES

7.3. OCC HIGHWAYS: **no objections** with regards to this application and stated that the application would be unlikely to have any adverse impact upon the local highway network.

7.4. CDC BUILDING CONTROL: **no objections** subject to the means of escape being in accordance with Approved Document B volume 2 sections 3 and 4.

7.5. CDC ECONOMIC DEVELOPMENT: **no comments** received at the time of writing this report.

- 7.6. CDC ENVIRONMENTAL HEALTH: **no objections** subject to controlling additional external lighting. Comments were also made that consideration should be made to replacing the existing fence with a wooden acoustic fence to reduce the impact of noise when people are leaving the facility late at night.
- 7.7. CDC PLANNING POLICY: **no comments** received at the time of writing this report.

8. RELEVANT PLANNING POLICY AND GUIDANCE

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

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

- SLE 1 - Employment Development
- SLE2 - Securing Dynamic Town Centres
- SLE4 - Improved Transport Connections
- ESD15 - The Character of the Built and Historic Environment
- Bicester 5 - Strengthening Bicester Town Centre
- BSC 12: Indoor Sport, Recreation and Community Facilities
- Bicester Masterplan

CHERWELL LOCAL PLAN 1996 SAVED POLICIES (CLP 1996)

- C28 - Layout, design and external appearance of new development
- ENV1 - Development likely to cause detrimental levels of pollution
- ENV12 – Development on contaminated land

- 8.3. Other Material Planning Considerations
- National Planning Policy Framework (NPPF)
 - Planning Practice Guidance (PPG)

8.4. Council Corporate Priorities

Cherwell District Council’s Business Plan for 2019-20 sets out the Council’s three strategic priorities which form our overarching business strategy. Below these are the key actions for the year 2019–20. This is a strategy which looks to the future taking into account the priorities and aspirations of the communities who live and work in the district.

The three corporate priorities are to ensure the District is “Clean, Green and Safe”, that it supports “Thriving Communities & Wellbeing”, and is a District of “Opportunity & Growth”. All three priorities are of significance to the determination of planning applications and appeals. Below these priorities, the key actions which are of most relevance to planning applications and appeals are: (1) deliver the Local Plan; (2) increase tourism and increase employment at strategic sites; (3) develop our town centres; (4) protect our built heritage; (5) protect our natural environment; (6) promote environmental sustainability; (7) promote healthy place shaping; (8) deliver

the Growth Deal; (9) delivery innovative and effective housing schemes; and (10) deliver affordable housing.

The remaining key actions may also be of significance to the determination of planning applications and appeals depending on the issues raised.

The above corporate priorities are considered to be fully compliant with the policy and guidance contained within the National Planning Policy Framework and National Planning Practice Guidance.

9. APPRAISAL

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

- Principle of development
- Design, and impact on the character of the area
- Residential amenity
- Highway safety

Principle of Development

Policy Context

9.2. The application site is an existing employment site as identified on the Key Policies map for Bicester in the CLP 2031 Part 1. Policy SLE1 of the CLP 2031 Part 1 seeks to retain existing employment land unless the criteria set out in the policy are met. This includes a requirement for marketing of the site and consideration of whether it has been vacant in the long term.

9.3. Policy SLE2 of the CLP 2031 Part 1 requires main town centre uses to be directed towards the existing town centres of Banbury, Bicester and Kidlington. Local Plan Policy Bicester 5 relates to strengthening Bicester town centre and states that town centre uses will be supported within Bicester town centre.

9.4. All proposals complying with SLE2 should also accord with Policy SLE4 of the CLP 2031 Part 1. Policy SLE4 aims to support sustainable locations for employment growth. This policy states “*all development where reasonable to do so, should facilitate the use of public transport, walking and cycling*”.

9.5. Policy BSC 12 which governs the provision of community sporting and recreational facilities states ‘*Ensuring that development proposals contribute towards the provision of new or improved facilities where the development would generate a need for sport, recreation and community facilities which cannot be met by existing provision.*’

Assessment

9.6. Policy SLE1 of the Local Plan seeks to retain existing employment land unless the criteria set out in the policy are met. This includes a requirement for marketing of the site and consideration of whether it has been vacant in the long term. The site appears to have been vacant since October 2017. The property has been marketed since this period and interest was limited to an engineering company who rejected the unit in summer 2018, and an electronics company who rejected the unit in December 2018 due to the cost of necessary upgrades needed to use the space for their particular purposes. It has therefore been satisfactorily demonstrated that there is not a market to use the building for approved business purpose. Supporting information was also submitted that highlight the attempt to look for other units

within the area, and while the units were suitable for the needs of the proposed development, they were able to attract B-use class users. Further to this, the proposal indicates that there would be provision of 10 full time employees and 30 part time employees on the site.

- 9.7. Policy SLE2 of the CLP 2031 Part 1 requires main town centre uses, such as the proposed leisure use, to be directed towards the existing town centres of Banbury, Bicester and Kidlington. Policy Bicester 5 of the CLP 2031 Part 1 relates to strengthening Bicester town centre and states that town centre uses will be supported within Bicester town centre. The site is outside the town centre and therefore inconsistent with local planning policy in terms of the strategy for accommodating town centre uses and supporting the growth, vitality and viability of central Bicester.
- 9.8. The NPPF and CLP 2031 Part 1 Policy SLE2 require a sequential test. While intensive sport and recreation uses are regarded as town centre uses, it is noted that indoor go karting centres are a specialised facility that require specific environments to be able to suitably function. While other units were considered within the area, it is noted that none were of a town centre location. Considering the specific needs required for the company to operate, including a size range of circa 2,300-3,300 square metres and a minimum internal height of 5.5m, it is accepted that this particular leisure use would be better suited to an industrial unit of dimensions that are almost certainly not going to be found within the town centre.
- 9.9. All proposals complying with SLE2 should also accord with Policy SLE4 of the CLP 2031 Part 1. Policy SLE4 aims to support sustainable locations for employment growth. This policy states “all development where reasonable to do so, should facilitate the use of public transport, walking and cycling”. The application site is within an easily accessible location, with a number of bus stops located on Churchill Road approximately 350m to the north east of the site. Bicester North train station is less than 1 km walking distance to the west of the site. It is therefore considered that the site has good sustainable transport links and the proposal is therefore considered to comply with Policy SLE4.
- 9.10. Policy BSC12 of the CLP 2031 Part 1 governs the provision of community sporting and recreational facilities. As the proposal would be bringing indoor sports and recreational facilities to the area it is therefore considered to support this policy.

Conclusion

- 9.11. Subject to compliance with the considerations set out below, the principle of the development is therefore not considered to be in conflict with any of the aforementioned policies set out in the CLP 2031 Part 1.

Design and impact on the character of the area

Policy Context

- 9.12. Policy ESD15 of the CLP 2031 Part 1 states that ‘*new development will be expected to complement and enhance the character of its context through sensitive siting, layout and high quality design. All new development will be required to meet high design standards.*’ Saved Policy C28 of the CLP 1996 reinforces this stating that new development should be *sympathetic to the character of the urban or rural context of that development.*

Assessment

- 9.13. The external alterations of the proposal are limited to the removal of the existing door and window on the south west front elevation of the building to be replaced with a larger glazed automatic door to create a new customer entrance. This entrance is typical to venues such as this, and it is noted that there is a large amount of glazing already instated at the entrance of the attached 30 Murdock Road. As this is the case, the design of the external alterations is considered to be in keeping with the surrounding area.
- 9.14. The advertisements and associated lighting will be dealt with in the Advertisement Consent application, and as such have not been considered as part of this application.

Conclusion

- 9.15. For the above reasons it is therefore considered that the design of the external alterations are in keeping with the character of the surrounding, and the proposal is considered to accord with Policy ESD15 of the CLP 2031 Part 1.

Residential amenity

Policy Context

- 9.16. Policy ENV1 of the CLP 1996 states that *'The Council will seek to ensure that the amenities of the environment, and in particular the amenities of residential properties, are not unduly affected which may cause environmental pollution'*. This includes *'noise, vibration, smell, smoke, fumes or other types of environmental pollution'*.

Assessment

- 9.17. A number of objections have been made on the grounds that the go karts would create an unacceptable level of noise which would be detrimental to the adjacent neighbouring residents to the north and west of the site. The application does however include a detailed noise assessment including a mitigation strategy to sound proof the building which concludes that the harm to the neighbouring residents would be negligible. There were also concerns with regards to the noise and vibration impact on the neighbouring office building at 30 Murdock Road, the report and proposed mitigation also addresses these concerns. The Council's Environmental Health Officer concurred with the conclusions reached by the acoustic consultants and that the proposal was acceptable in this respect.
- 9.18. Aside from concern raised in respect of the noise generated by the go karts residents also expressed anxiety about the potential for noise disturbance from patrons leaving the site after the scheduled closure at 11pm with potential disturbances from talking, the opening and closing of car doors and vehicles leaving the site. Objections have also been received over possible anti-social behaviour caused by people visiting the site late at night.
- 9.19. The Environmental Health Officer suggested that consideration should be made to replacing the existing open metal boundary fence with a wooden acoustic fence along with signage asking customers to respect neighbours and leave quickly and quietly. While the applicant has agreed to install signage and CCTV to identify any repeat offenders, they did not feel it was necessary to install additional acoustic fences. Although the addition of acoustic fencing would be preferable, the

Environmental Health Officer ultimately concluded that it was not necessary to make the development acceptable. It is also noted that the company have adopted a management plan to try to reduce the potential of these issues arising, and although officers are happy with what is proposed action against any anti-social behaviour or unacceptable levels of noise arise.

- 9.20. Bicester Town Council suggested that a condition should be attached to the permission that restricts the opening times to require a closing time earlier than the currently applied for 11pm. Again given that the Environmental Protection Officer hasn't raised an objection, it would be difficult to justify an earlier closing time, particularly given that evenings will be among the busiest times for the facility.
- 9.21. Objections have also been raised on the grounds that the development would increase pollution that would be detrimental to the surrounding residential neighbours, primary school and flora and fauna. It is likely however that the pollution created by the use here would be similar to the amount of pollution produced by industrial uses all of which have to meet the requisite environmental standards.
- 9.22. There were also objections to the light pollution caused by the site, and while the lighting being installed in connection with the proposed signage will be dealt with in the advertisement consent a condition is recommended to restrict any additional lighting at the site without prior express consent of the Local Planning Authority as suggested by Environmental Health Officer.

Conclusion

- 9.23. For the above reasons the proposal is therefore not considered to cause materially detrimental levels of noise, vibration, smell, smoke, fumes or other types of environmental pollution, and thus according with Policy ENV1 of the CLP 1996.

Highway Safety

Policy Context

- 9.24. Policy ESD15 of the CLP 2031 Part 1 states, amongst other matters, that new development proposals should: *be designed to deliver high quality safe...places to live and work in*. This is consistent with Paragraph 110 of the NPPF which states that: *developments should create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles*.

Assessment

- 9.25. A number of objections have been received to the application on the grounds that the development would cause further traffic issues in the area as it would encourage further parking in residential areas. The applicant has however submitted a transport assessment to accompany the application which concludes, based on data collected from other sites, that there will be only 6 customer vehicles parked on site at any one time. As there would be a maximum of 12 staff members if every staff member drove to work individually, this would result in a maximum total of 18 vehicles at the site. Given that there have been 40 parking spaces provided at the site, even if sessions overlapped through groups decided to take advantage of the hospitality area, more than adequate parking provision has been provided.
- 9.26. As it is therefore unlikely that patrons will park beyond the confines of the site, the Local Highways Authority has offered no objection to the application subject to the submission of a travel statement.

Conclusion

- 9.27. For these reasons, it is therefore considered that the development proposal would be acceptable in terms of highway safety and parking provision, thus complying with Government guidance contained within the NPPF and Policy ESD15 of the CLP 2031 Part 1.

10. PLANNING BALANCE AND CONCLUSION

- 10.1. Planning applications are required to be determined in accordance with the Development Plan unless material considerations indicate otherwise. The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development and need to achieve the economic, social and environmental objectives in mutually supportive ways.
- 10.2. In this case, whilst it is acknowledged there could be some limited harm to residential amenity this has to be weighed up against the fact that the proposal would provide significant economic benefits by providing additional job opportunities in the district. Whilst it would have been preferable that this form of development would not be located close to residential dwellings, the applicant has established that there are not any more suitable or viable sites and that the remedial works to be undertaken will satisfactorily address any adverse impacts to the neighbouring residents. The site is located within close proximity to a number of sustainable transport options, and there would also be further social benefits by providing additional sport and recreational facilities within the district.
- 10.3. On balance, the economic benefits of the scheme are considered to outweigh the harm identified. It is therefore considered to represent a sustainable form of development and it is recommended that planning permission be granted.

11. RECOMMENDATION

RECOMMENDATION – DELEGATE TO THE ASSISTANT DIRECTOR FOR PLANNING AND ECONOMY TO **GRANT PERMISSION, SUBJECT TO THE CONDITIONS SET OUT BELOW** (AND ANY AMENDMENTS TO THOSE CONDITIONS AS DEEMED NECESSARY)

CONDITIONS

Time Limit

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

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

Compliance with Plans

2. Except where otherwise stipulated by conditions attached to this permission, the development shall be carried out strictly in accordance with the following plans and documents: Transport Statement, Noise Assessment dates 22 March 2019, Town Planning Statement (including Design and Access Statement), TeamSport Operation and Management Statement, 13531-PL-002 D, 13531-PL-007 A and 13531-PL-004 A.

Reason – For the avoidance of doubt, to ensure that the development is carried out only as approved by the Local Planning Authority and comply with Government guidance contained within the National Planning Policy Framework.

Details of Signage

3. Prior to the first use of the building for the development hereby approved,, full details of the signage asking customers to respect neighbours and leave quietly shall be submitted to and approved by in writing by the Local Planning Authority. Thereafter the signage shall be installed and retained on site in accordance with the approved details prior to the first use of the building for the development hereby approved

Reason - To ensure the creation of a satisfactory environment free from intrusive levels of noise and to comply with saved Policy ENV1 of the adopted Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

Details of CCTV

4. Prior to the first use of the building for the development hereby approved, full details of the CCTV to be installed covering the north-west parking area shall be submitted to and approved by in writing by the Local Planning Authority. Thereafter the CCTV shall be installed and retained on site in accordance with the approved details, prior to the first use of the building for the development hereby approved.

Reason: To ensure that the materials are appropriate to the appearance of the locality and to ensure the satisfactory appearance of the completed development in accordance with Policy ESD15 of the Cherwell Local Plan 2011-2031 Part 1, saved Policy C28 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

Noise

5. Prior to the first use of the building for the development hereby approved, the acoustic design features to mitigate the noise impact of the development shall be installed in accordance with the submitted Noise Assessment produced by Hann Tucker associates dated 22 March 2019. Thereafter the acoustic design features shall be retained in perpetuity.

Reason - To ensure the creation of a satisfactory environment free from intrusive levels of noise and to comply with saved Policy ENV1 of the adopted Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

Details of EV Charging Points

6. Prior to the first use of the building for the development hereby approved, full details of the two Electric Vehicle charging points shall be submitted to and approved by in writing by the Local Planning Authority. Thereafter the EV charging points shall be installed and retained on site in accordance with the approved details.

Reason: To ensure that the materials are appropriate to the appearance of the locality and to ensure the satisfactory appearance of the completed development

in accordance with Policy ESD15 of the Cherwell Local Plan 2011-2031 Part 1, saved Policy C28 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

Travel Plan Statement

7. Prior to the first use of the building for the development hereby approved, a Travel Plan Statement, prepared in accordance with the Department of Transport's Best Practice Guidance Note "Using the Planning Process to Secure Travel Plans" and its subsequent amendments, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved Travel Plan Statement shall be implemented and operated in accordance with the approved details.

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

External Lighting

8. No external lights/floodlights shall be erected on the land without the prior express consent of the Local Planning Authority.

Reason - To enable the Local Planning Authority to retain planning control over the development of this site in order to safeguard the amenities of the occupants of the adjoining dwellings in accordance with saved Policy C28 of the adopted Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

Hours of Opening

9. The hours of opening of the premises shall be restricted to 09:00 – 23:00 seven days a week.

Reason - In order to safeguard the amenities of the area and to comply with Policy ESD15 of the Cherwell Local Plan 2011-2031 Part 1 and saved ENV1 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.