

**Application No:** [W 15 / 1448](#)

**Town/Parish Council:** Leamington Spa  
**Case Officer:** Jo Hogarth

**Registration Date:** 07/09/15

**Expiry Date:** 07/12/15

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**Former British Telecom Site, Althorpe Street, Leamington Spa, CV31 2AU**

Demolition of existing building and erection of 4 storey building and single storey link, comprising 187 student residential accommodation, communal and management facilities, with associated private amenity space, public realm, landscaping, vehicular access, parking and servicing area, and widening of the canal towpath footway, removal of two sycamore trees and works to one sycamore tree. FOR Alumno Developments

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This application is being presented to Committee due to more than 5 letters of support for the application being received.

**RECOMMENDATION**

Planning Committee are recommended to GRANT planning permission subject to conditions and completed Unilateral Undertaking relating to financial contributions towards the canal improvements and enhancement, public open space together with student management plan.

**DETAILS OF THE DEVELOPMENT**

The proposal is to construct a purpose built building to provide 187 no bedrooms specifically for student accommodation encompassed within an 'L' shaped building which would be four storeys high with a single storey link building between the two building elements. Access would be onto Althorpe Street with a pedestrian route along the towpath leading to Clemens Street. 19 off street parking spaces, including a disabled space are proposed which would be located within the internal courtyard. Also as part of the proposal the towpath is to be widened at the western corner to allow for some seating.

A design and access statement has been submitted with the application which states that the design rationale responds to the neighbouring Conservation Area and its historic setting, particularly to the west and will introduce a rhythmic facade with brick detailing and window heights which would provide a distinction between the ground and upper floors.

**THE SITE AND ITS LOCATION**

The site relates to the former BT storage building and parking area which fronts onto Althorpe Street, close to the bend in the road. The southern boundary comprises of the Grand Union Canal and towpath which leads to Clemens Street

to the west via steps. The building is single storey although the height represents more of a two storey building. The site itself is approximately 0.3 hectares and is currently vacant and secured through fencing.

Althorpe Street is largely commercial/industrial in nature, albeit there is a medical centre close by, and is characterised generally by two storey buildings. The street itself is a no-through road and much of the frontage has dropped kerbs. Located on the opposite side of the canal is the Rangemaster industrial unit which is four storeys in height.

Clemens Street is within the designated Royal Leamington Spa Conservation Area and contains several Grade II Listed Buildings, although the site is not within the boundary of the Conservation Area.

## **PLANNING HISTORY**

There have been no relevant planning applications submitted for this site.

## **RELEVANT POLICIES**

- National Planning Policy Framework

### The Current Local Plan

- DP1 - Layout and Design (Warwick District Local Plan 1996 - 2011)
- DP2 - Amenity (Warwick District Local Plan 1996 - 2011)
- DP6 - Access (Warwick District Local Plan 1996 - 2011)
- DP8 - Parking (Warwick District Local Plan 1996 - 2011)
- DAP3 - Protecting Nature Conservation and Geology (Warwick District Local Plan 1996 - 2011)
- TCP7 - Opportunity Sites in Old Town, Leamington Spa (Warwick District Local Plan 1996 - 2011)
- DP9 - Pollution Control (Warwick District Local Plan 1996 - 2011)
- DP11 - Drainage (Warwick District Local Plan 1996 - 2011)
- DP13 - Renewable Energy Developments (Warwick District Local Plan 1996 - 2011)
- DP14 - Crime Prevention (Warwick District Local Plan 1996 - 2011)
- SC13 - Open Space and Recreation Improvements (Warwick District Local Plan 1996 - 2011)

### The Emerging Local Plan

- BE1 - Layout and Design (Warwick District Local Plan 2011-2029 - Publication Draft April 2014)
- BE3 - Amenity (Warwick District Local Plan 2011-2029 - Publication Draft April 2014)
- TR1 - Access and Choice (Warwick District Local Plan 2011-2029 - Publication Draft April 2014)
- TR4 - Parking (Warwick District Local Plan 2011-2029 - Publication Draft April 2014)

- H6 - Houses in Multiple Occupation and Student Accommodation (Warwick District Local Plan 2011-2029 Publication Draft April 2014)
- DS11 - Allocated Housing Sites (Warwick District Local Plan 2011-2029 - Publication Draft April 2014)
- NE2 - Protecting Designated Biodiversity and Geodiversity Assets (Warwick District Local Plan 2011-2029 - Publication Draft April 2014)
- HS7 - Crime Prevention (Warwick District Local Plan 2011-2029 - Publication Draft April 2014)

#### Guidance Documents

- Sustainable Buildings (Supplementary Planning Document - December 2008)
- Vehicle Parking Standards (Supplementary Planning Document)
- Open Space (Supplementary Planning Document - June 2009)

### **SUMMARY OF REPRESENTATIONS**

**Leamington Spa Town Council:** State that a purpose built student accommodation is to be welcomed, however an objection is raised for the following reasons:

(i) The height and scale of the proposed building overpowers the site and has an adverse environmental impact on the surrounding industrial, commercial and residential properties, the canal and the surrounding street scene.

(ii) Parking and vehicular access are currently issues in and around this area and any additional requirements as a consequence of limited access and minimal on-site parking provision, will have an adverse effect and will exacerbate the existing problems of access and availability for parking both on the proposed site and on the surrounding streets impacting on highway safety.

(iii) The site and its environs is an area of mixed use with industrial, commercial and residential properties and the proposed provision for a large influx of residential properties will adversely affect the current demographic mix of the area.

**Cllr Davison:** (Green Party Response) Factors exist for both in favour and against:

#### In Favour:

- Brownfield site and unlikely to have an effective demand for industrial; high density and relatively small and will reduce need for family homes to be HMO's;
- Benefit local economy, shops etc;
- Improving safety along the canal;
- Spur further regeneration.

#### Against:

- Not affordable housing as only students can occupier the units;
- No car nature of the development is unenforceable with additional pressure for already strained on street parking.

**Cllr Naimo:** Whilst in favour of a purpose built student accommodation that is well managed to take pressure off houses in South Leamington, this scheme raises concerns in relation to height and scale which is out of keeping; unworkable car-free scheme and not convinced that public transport can accommodate this; no long term commitment from the University and safety of the access onto Clemens Street.

**Severn Trent Water:** No objection subject to a condition on submission of drainage plans and informative on sewers.

**Canal and River Trust:** No objection subject to a legal agreement for contributions of £30,000 for canal and towpath enhancement and maintenance. Conditions on contamination investigation together with informatives.

**Inland Waterways Association:** Object to the proposal as it is featureless four storey building at odds with the architecture of Leamington Spa. A large blank building will create a wind tunnel effect which would make it extremely unpleasant for boater, walkers and cyclists.

**University of Warwick:** Broadly support the proposed development as it will benefit students and Leamington and will lessen the need for HMO's and contribute to the local economy.

**CAF:** Principle was questioned as the development is high density student accommodation with no parking which may have a negative impact on the character and appearance of the Conservation Area. The scale, massing and detail was considered to be harmful to the setting of the Grand Union Canal, recommended that a mixed housing scheme with more contextual design with better interconnectivity to the surrounding area would be more appropriate.

**Warwickshire Police:** Consider that this development will improve natural surveillance from the windows, will enhance the area and the widening of the tow path may go some way to reducing opportunities for crime.

**WDC Community Safety:** Object as the development cannot be proven to ease demand on houses in south Leamington for HMO's. Principal concern is egress to and from the site, the canal acts as a corridor for crime generation, particularly drugs and associated violence.

**WDC Environmental Health:** Whilst the applicant points to readily available public transport, a ban on students bringing cars is outside of the applicant's control, therefore attach a condition to provide electric vehicle charging points. To avoid noise recommend a conditions on noise levels, for contamination recommend condition for a site investigation report together with best practical means condition in relation to demolition works and hours of working.

**WDC Health and Community Protection:** No objection in terms of flood risk and drainage subject to a condition in relation to cross sectional drawings and tanks storage together with permeable pavement details.



**WDC Private Sector Housing:** As it stands this complex would not fall under the mandatory HMO licensing; the bedrooms would need to have a minimum 6.5sqm (discounting the ensuite facilities) and appears to meet this and the communal/kitchen areas are adequate in size for the number sharing.

**WCC Ecology:** The building should be located further away from the canal and ideally screened; a buffer zone of least 8 metres between the edge of the watercourse and the development. Recommend a revised layout and linear scrub at the south boundary retained. There does not appear to be a full initial bat survey. Recommend that the application is refused or deferred for a revised layout.

**WCC Highways:** No objection as the amended scheme incorporates 19 spaces within the site and it is considered that this will adequately reduce the risk of severe detriment to the safety and operation of the highway. Recommend conditions relating to a Green Travel Plan and occupation solely by those enrolled in higher education.

**Public response:** 39 letters of objection on grounds of:

- Access and safety, a conflict between the industrial and residential uses. A mixed use would not work.
- Parking is not enforceable and does not take into account friends and family visiting.
- No practical proposal for cycle improvements,
- Suggestions that this development will free up family homes from HMO use is unlikely.
- Constant mess of black bin bags.
- Should be made into attractive canal side frontage with planting.

**Petition:** A petition of 55 names objecting to the proposal has also been submitted.

**8 letters of support** have been received on grounds that the development will improve the local economy, tidy up an empty site and bring regeneration to the area. Better to have living accommodation here rather than anti-social behaviour.

## **ASSESSMENT**

The main issues relevant to the consideration of this application are as follows:

- The Principle of the Development
- The impact on the Character and Appearance of the Area
- Drainage and Flood risk
- Renewable Energy
- Car parking and highway safety
- Management of the development
- Ecological Impact
- Open Space Contributions
- Health and Wellbeing

- Bin storage
- Crime prevention
- Other matters

## **The Principle of the Development**

The site has been identified in the Local Plan as an Opportunity Site (ref OSC) where Policy TCP7 states that regeneration proposals which accord with broad principles of retail, housing, community facilities, car parking, open space, business uses and environmental improvements will be supported. Furthermore, Policy TCP9 goes on to recognise that within the Court Street/Althorpe Street protected employment area, the Council may consider the introduction of a wider range of uses if they can positively contribute to the wider regeneration aspirations of this area of Old Town. This site has also been identified within the emerging Local Plan as a site for housing (ref: H16 on the proposals map).

It is considered therefore that the commitment to allocate this area of Old Town for regeneration has been established and that a mix of uses should be accommodated where possible. In accordance with paragraph 17 of The NPPF, encouragement should be given to the effective use of land by reusing land that has been previously developed providing that it is not of high environmental value.

The proposal for purpose built student housing is to be welcomed and accepted in principle. As part of the submission an assumption is made that Warwick University will sign up to the management role of this student complex; however at this current stage there is no formal agreement between the applicant and the University.

In relation to student accommodation which is incorporated within Policy H6 of the emerging Local Plan, the site, whilst not a campus of Warwick University or Warwickshire College is within a mixed use area, near to Leamington Spa train station and bus stops.

## **The impact on the Character and Appearance of the Area**

The application has been the subject of pre-application discussions, together with community involvement and an exhibition held in July 2015. The original scheme was much taller in height and scale and comprised of seven storeys. The scale has been reduced to four storeys and would be constructed in brick incorporating ventilation panelling beside the windows to give a strong vertical emphasis. It would have a flat roof with a parapet capping, aluminium window frames and stainless steel flues.

The length of the building along the towpath would be approximately 95.4 metres, with a width of 15 metres and a height of 12 metres. Along Althorpe Street, the building would have a 45 metre long frontage, be 14 metres in width and again would be 12 metres in height. It is noted that the building would be taller and have a greater massing than the surrounding buildings in Althorpe Street, however as a canal side development it is considered important to

introduce a robust physical presence. The design, whilst having modern features, would represent an improvement to the current site and it is considered that it would not cause demonstrable adverse harm to the setting of the adjacent Conservation Area or cause harm to the visual appearance of the streetscene generally. The proposal is not dissimilar to the scale of the building on the opposite side of the canal.

Also as part of the proposal the tow path is to be widened at the western corner to allow for some seating and it is not considered appropriate to TPO the two trees to be removed as they are not considered to have such important amenity value as to retain them. A landscaping scheme is proposed as part of the application and this could be suitably conditioned.

### **Drainage and Flood Risk**

In terms of drainage and impact on flooding, subject to conditions as recommended by Severn Trent and the Council's own Health and Community Protection, it is considered that the scheme is acceptable and would not therefore conflict with the objectives contained in Policy DP11 in the Local Plan.

### **Renewable Energy**

As part of the submitted application, an Energy and Sustainability report has been commissioned which fully embarks on a design which uses low and zero carbon technologies and demonstrates that this approach would provide 13% of the predicted energy requirements of the building. This would satisfy the Council's 10% requirement and be in accordance with the adopted Supplementary Planning Document on Sustainable Buildings.

### **Car Parking and Highway Safety**

A travel plan along with a detailed management plan has been submitted showing how a car-free student development would operate. Each student would be required to sign a tenancy agreement which prohibits them from bringing their cars to the site, with the exception of students with disabilities, and car usage would be subject to regular monitoring by the management team. Within the submission it is stated that should cars be parked within a 1 mile radius of the development, this may lead to disciplinary procedure as set out within the tenancy agreement and the student could be evicted.

During the open days and intake days, it is proposed to allocate a 1 hour time slot for students to arrive, providing a trolley service to assist with luggage and temporary car parking within the courtyard area.

It is proposed that student intake would be over two weekends.

Within the building fronting onto Althorpe Street 50 cycle parking spaces are to be provided and there are bus stops within 400m as well as Royal Leamington Spa train station.

The development would be advertised and marketed as car-free student accommodation. The original proposal included five off street parking spaces but this has been revised following extensive discussions with the Highways Authority in relation to potential demand for car parking. Students wishing to reside in the halls would be required through their tenancy agreement to sign a declaration agreeing not to bring cars to the site and this will be managed through a 'Student Accommodation Management Plan' and a Student Management Company (SMC). A detailed submission outlining the steps to monitor car use has been submitted which would incorporate a register of car registration numbers gathered during drop-off and pick-up days and monthly patrols within a 200m radius would take place by the SMC. As part of the tenancy agreement students would be required to register both their vehicle registrations (if they own cars) as well as those of parents/guardians. The applicant has offered to include the Student Management Plan as a condition and within the Unilateral Undertaking.

Based on the assumption made by the Highways Authority that 10% of students may wish to bring cars, for a 187 students this would equate to 18/19 cars and the amended plan now shows provision for 19 off street car parking spaces. The applicant has indicated that there would be a charge in place for students to use these spaces. It is considered therefore that given the low parking availability at Warwick University (parking charges also apply) the demand for students to bring cars to the development is likely to be low. Under the Council's adopted Vehicle Parking Standards, student accommodation does not have a specific standard in terms of off street parking provision, each case is considered on its own merits. Given the distance from the University, coupled with the number of off street parking spaces now proposed and combined with the details proposed in the S.106 agreement, it is considered that any demand in car parking could be accommodated.

A car club vehicle is proposed and would be retained for a minimum of two years to allow an assessment and monitoring of the usage and popularity. This would be available to students through a booking scheme.

The key difference between this proposal and other developments without any car parking provision is the way in which it operates and is managed through their student tenancy agreement and monitoring of vehicles.

It is noted that a similar application for a car-free student development has been submitted on the site adjacent, The Priors Club on Clemens Street. This is for a four storey building to house 36 students (ref: W/15/1716) and is currently being determined.

### **Management of the development**

The site would be managed by an independent Housing Association and the development would incorporate a 24 hour on site manager through a reception service and would ensure that outside office hours student wardens are available in case of emergencies. In addition, security guards would be available between

7pm and 3am during the first two weeks of term when students are arriving. The scheme also incorporates CCTV cameras.

### **Ecological Impact**

An ecological impact has been identified and raises concern regarding the proximity to the canal and removal of vegetation in the southern end of the site. With this in mind, it is considered that conditions could be attached which require further investigative works to be carried out prior to commencement which include additional bat survey, buffer zones and additional landscaping, in accordance with the landscaping scheme submitted.

### **Open space contributions**

In accordance with the Council's adopted Supplementary Planning Document, Section 3 states that the standards apply to all residential developments. Meanwhile Paragraph 1 of Appendix D specifically refers to how the standards should be applied to student accommodation. This would amount to 187 x £628.00 = £117'436.00. It is considered that this financial contributions should be included in a S.106 agreement.

### **Health and Wellbeing**

The application is considered to make provision for students who wish to live within the Royal Leamington Spa town centre and would provide this opportunity, as well as supporting the economy of nearby local shops and the area generally.

### **Bin storage**

Within the confines of the site provision has been made for the storage of 10 x 1100 bins for refuse and 10 x 110 bins for recycling, a total of 20. This would meet the criteria set out by the Council's Waste Management Team and is therefore considered acceptable.

### **Crime prevention**

It is noted that the Council's community safety officer raises concerns in relation to the proximity of the development with the canal and potential for crime to take place along the tow path; however Warwickshire Police have been involved and raise no objection as it is considered that this development would increase natural surveillance and the additional footfall and increase in lighting would actually disperse crime from this area. In liaising with criminal intelligence officers, Warwickshire Police advise that there have been no serious crimes at this location. As such it is considered that the development would adhere to the objectives of Policy DP14 in the Local Plan which seeks to improve community safety.

## **Other matters**

The Canal and River Trust have raised no objection but request financial contributions of £30,000 towards the canal and towpath enhancement and maintenance.

The applicant proposes public art and states that draft ideas include a series of cast iron floor plates based on the designs of the paintings by Terry Frost, an artist who has recently been commemorated by a Blue Plaque in Royal Leamington Spa.

## **SUMMARY/CONCLUSION**

It is considered that purpose built student housing in this location would provide regeneration to the area and support the local economy as well as delivering an attractive canal frontage and reducing the reliance on private homes for student accommodation. The way in which the accommodation would be managed in relation to car ownership and student tenancy agreements is considered to outweigh concerns there may be in relation to additional pressure for on street car parking such that the proposal, subject to a S 106 agreement is considered to be acceptable.

## **CONDITIONS**

- 1 The development hereby permitted shall begin not later than three years from the date of this permission. **REASON:** To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).
- 2 The development hereby permitted shall be carried out strictly in accordance with the details shown on the site location plan, Student Management Plan and approved drawing numbers: Site location plan (ref: A-L-700); Demolition Plan (ref: A-L-705); Ground Floor Plan (ref: A-L-710, Rev B); First to Third Floor Plan (ref: A-L-711) Roof Plan (ref: A-L-714) North and South Elevations (ref:A-L-720); West and East Elevations – Section A-A (ref: A-L-721); North and West Elevations (ref: A-L-722); Bay Elevation – Canalside (ref: A-L-740); Bay Elevation – Althorpe Street (ref: A-L-741); and specification contained therein, submitted on 7 September 2015 and 14 December 2015. **REASON:** For the avoidance of doubt and to secure a satisfactory form of development in accordance with Policies DP1 and DP2 of the Warwick District Local Plan 1996-2011.
- 3 Samples of the external facing materials to be used for the construction of the development hereby permitted, shall be submitted to and approved by the District Planning Authority before any constructional works are commenced. Development shall be carried out in accordance with the approved details. **REASON:** To ensure that the visual amenities of the area are protected, and to satisfy the requirements of Policy DP1 of the Warwick District Local Plan 1996-2011.

- 4 A landscaping scheme, incorporating existing trees and shrubs to be retained and new tree and shrub planting for the whole of those parts of the site not to be covered by buildings shall be submitted to and approved by the District Planning Authority before the development hereby permitted is commenced. Such approved scheme shall be completed, in all respects, not later than the first planting season following the completion of the development hereby permitted, and any trees removed, dying, being severely damaged or becoming seriously diseased within five years of planting, shall be replaced by trees of similar size and species to those originally required to be planted. Existing trees which are shown as being retained shall be dealt with in accordance with BS 5837:2005. In particular, before any materials are brought on the site or any demolition or development commenced, stout protective fencing should be erected to enclose the perimeter of the branch spread of each tree or shrub to be retained, together with the branch spread of any tree growing on adjoining land which overhangs the site. Such fencing shall be satisfactorily maintained until all development has been completed. **REASON:** To protect and enhance the amenities of the area, and to satisfy the requirements of Policy DP1 of the Warwick District Local Plan 1996-2011.
- 5 No construction will be undertaken until a Construction Management Plan, which should contain a Construction Phasing Plan, details to prevent mud and debris on the public highway, and should identify suitable areas for the parking of contractor and visitors and the unloading and storage of materials, is submitted and approved in writing by both the Planning and Highway Authorities. **REASON:** In the interest of highway safety, in accordance with Policy DP6 in the Warwick District Local Plan 1996-2011.
- 6 The development hereby shall not commence until drainage plans for the disposal of surface water and foul sewage have been submitted to approved by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details before the development is first brought into use. **REASON:** To ensure that the development is provided with a satisfactory means of drainage as well as to reduce the risk of creating or exacerbating a flooding problem and minimise the risk of pollution, in accordance with Policy DP9 in the Warwick District Local Plan 1996-2011.
- 7 The development hereby permitted shall only be undertaken in strict accordance with a scheme of site investigation of the nature and extent of contamination within the application site that has been undertaken in accordance with a methodology which has previously been submitted to and approved in writing by the local planning authority. The results of the site investigation shall be made available to the local planning authority before any development begins. If any contamination is found during the site investigation, a report specifying the measures to be taken to remediate the site to render it suitable for the development

hereby permitted shall be submitted to and approved in writing by the local planning authority. The site shall not be occupied until remediation measures have been carried out in full accordance with such approved details and a validation report has been submitted to and approved in writing by the local planning authority. **REASON:** To safeguard health, safety and the environment in accordance with Policy DP9 of the Warwick District Local Plan 1996-2011.

- 8 Prior to the demolition of the building hereby permitted, the building shall be inspected by a qualified bat ecologist. No works shall commence until a report has been submitted which is to be approved in writing by the Local Planning Authority in conjunction with the County Council. **REASON:** To ensure that no protected species are harmed in accordance with the requirements set out in Policy DAP3 in the Warwick District Local Plan 1996-2011.
- 9 Prior to the commencement of the development hereby permitted, engineering drawings, cross section showing the proposed construction of the permeable pavement detail and the cellular tank storage together with supplier information shall be submitted to and approved in writing by the Local Planning Authority. **REASON:** To ensure adequate drainage and minimal flood risk in accordance with Policy DP11 in the Warwick District Local Plan 1996-2011.
- 10 The applicant shall submit a Green Travel Plan to promote sustainable transport choices to the site, the measures proposed to be carried out within the plan to be approved by the Planning Authority in writing, in consultation with the County Council as Highway Authority. The measures (and any variations) so approved shall continue to be implemented in full at all times. The plan shall:
  - i. specify targets for the proportion of residents traveling to and from the site by foot, cycle, public transport, shared vehicles and other modes of transport which reduce emissions and the use of non-renewable fuels;
  - ii. set out measures designed to achieve those targets together with timescales and arrangements for their monitoring, review and continuous improvement;
  - iii. explain and justify the targets and measures by reference to the tenancy enforcement policies of the development;
  - iv. identify a member of site management staff with overall responsibility for the plan and a scheme for involving residents in its implementation and development.**REASON:** To promote sustainable transport choices in accordance with Policy DP8 in the Warwick District Local Plan 1996-2011.
- 11 The building hereby permitted shall be used solely as a student hall and ancillary purposes thereto, being occupied solely by persons enrolled in



a full time course of further education. **REASON:** This building has been purpose designed as a student and it is considered other uses may not be appropriate having regard to the requirements of Policies DP1 and DP8 in the Warwick District Local Plan 1996-2011.

- 12 The development shall not be occupied until the access, parking and manoeuvring areas of the site have been laid out in accordance with drawing no. A-L-710 Revision B. The external areas of the site shall be maintained in accordance with the approved drawing thereafter.  
**REASON:** In the interest of highway safety and to meet the requirements set out in Policy DP6 in the Warwick District Local Plan 1996-2011.
- 13 Prior to the first occupation of the development hereby permitted, the car parking areas, bin storage and cycle parking shall be laid out and made available, retained and kept clear from obstruction and retained as such at all times thereafter. **REASON:** To ensure that the parking area shown is available for the parking of vehicles, in accordance with Policy DP8 in the Warwick District Local Plan 1996-2011.
- 14 The development hereby permitted shall not be first occupied unless and until the renewable energy/fabric first scheme submitted as part of the application has been wholly implemented in strict accordance with the approved details. The works within this scheme shall be retained at all times thereafter and shall be maintained strictly in accordance with manufacturers specifications. **REASON:** To ensure that adequate provision is made for the generation of energy from renewable energy resources or to achieve carbon savings in accordance with the provisions of Policy DP13 in the Warwick District Local Plan 1996-2011.
- 15 The Student Accommodation Management Plan submitted shall be implemented in full at all times that the premises are occupied.  
**REASON:** To protect the amenities of residents within the surrounding areas, in accordance with Policy DP2 in the Warwick District Local Plan 1996-2011.
- 16 No external lighting or sound amplification or tannoy system shall be installed on any external wall or roof of any building or within the open land comprised in the application site other than in accordance with details first submitted to and approved in writing by the District Planning Authority. **REASON :** To protect the amenity of the occupiers of surrounding properties, and to satisfy the requirements of Policy DP2 of the Warwick District Local Plan.
- 17 Noise arising from any plant or equipment at these premises , when measured one metre from the façade of any noise sensitive premises, shall not exceed the background noise level by more than 3dB(A) measured as LAeq(5 minutes). If the noise in question involves sounds containing a distinguishable, discrete, continuous tone ( whine, screech,

hiss, hum etc) or if there are discrete impulses (bangs, clicks, clatters, thumps etc) or if the noise is irregular enough to attract attention, 5dB(A) shall be added to the measured level. **REASON:** To protect the amenity of surrounding residents in accordance with the requirements of Policy DP2 in the Warwick District Local Plan 1996-2011.

- 18 The internal noise levels within bedrooms shall not exceed the BS8233 'good' internal target noise level: 30dB LAeq,8hr, with the maximum instantaneous noise level not exceeding 45dB LMax, fast; The internal noise levels in living rooms shall not exceed the BS8233 'good' internal target noise level which is 35dB LAeq,16hr. **REASON:** To ensure that the internal noise environment is acceptable for residents of the new building and to satisfy Policies DP2 and DP9 in the Warwick District Local Plan 1996-2011.
- 19 Prior to the first occupation of the development hereby permitted, electric vehicle charging points shall be made available to the parking spaces within the development. **REASON:** To help mitigate the air pollution effects of any extra traffic in accordance with Policy DP9 in the Warwick District Local Plan 1996-2011.

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