

**Application No:** W 10 / 1370

**Town/Parish Council:** Leamington Spa  
**Case Officer:** Rob Young

**Registration Date:** 21/01/11

**Expiry Date:** 18/03/11

01926 456535 planning\_east@warwickdc.gov.uk

**13-17 Kenilworth Street, Leamington Spa, CV32 4QS**

Demolition of existing building and construction of a new 3 storey building with two retail units at ground floor level and residential student accommodation on the upper floors and in a single storey extension to the rear (the student accommodation to be an adjunct to the student accommodation recently approved at Nos. 118-120 Warwick Street - pp ref. W10/0097); retention of existing lift / staircase extension to rear of Nos. 118-120 Warwick Street in modified form; and alteration to layout of existing car park including the provision of cycle parking (part retrospective application) FOR Hatchback Ltd

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This application is being presented to Committee due to the number of objections and an objection from the Town Council having been received. This application is also being reported to Planning Committee because it is recommended that planning permission be granted subjected to the completion of a legal agreement.

**SUMMARY OF REPRESENTATIONS**

The following comments were received regarding the original plans

**Town Council:** Object. The Town Council fully supports CAAF's comment on the totally inappropriate design of the Mansard roof and the whole design of the building falls short of the quality of the neighbouring buildings. The proposal also contravenes policies DP1 (Layout and Design) and DAP8 (Upper Floors within a Listed Building).

**Public response:** A total of 9 objections were received in relation to the original proposals. The following concerns were raised:

- detrimental to the character and appearance of the Conservation Area;
- the proposed development is a storey higher than its neighbours;
- the development should be limited to 3 storeys in height;
- screening should be provided to the rear boundary with neighbouring dwellings - a brick wall of similar height to that to be retained on the boundary with Kinmond Court;
- there are buildings in the gardens of neighbouring properties that adjoin the boundary wall that is proposed to be demolished;
- query whether there will be any soundproofing on the party wall with the adjacent flats;
- loss of outlook for neighbouring dwellings;
- loss of light for neighbouring dwellings;
- loss of privacy for the houses to the rear;
- contrary to the Distance Separation guidelines in relation to the dwellings to the rear;
- contrary to the 45-degree guideline in relation to the nearest window in Kinmond Court;
- concerns about construction noise and hours of work on site during construction;

- in addition to other nearby student developments, this would result in significant numbers of students living in the locality;
- the concentration of students in this area would create an unsettled community;
- impact of students on local amenities and services;
- the Council is seeking to restrict the creation of shared houses;
- there is no need for further student accommodation in the area;
- increased noise and disturbance from students;
- adverse impact on the adjacent old-people's flats at Kinmond Court;
- the proposed rear car park will have noise implications;
- adverse impact on on-street parking;
- there may not be sufficient height for emergency services to access the rear car park in the event of a fire; and
- light pollution.

**Conservation Area Advisory Forum:** Although attempts had been made to try and copy the adjacent building, it was pointed out that the paired window arrangement had not been copied and therefore the design of this building significantly falls short of the quality of the neighbouring building. The very deep nature of the building provides very long small bedrooms, unlike the better sized bedrooms in the existing accommodation. It was felt this needed to be rethought. The mansard roof, it was felt, was out of character and raised the building too high and created a very awkward junction with the adjacent building. If permitted the mansard would set a precedent for a mansard being provided on the rest of the building which would be completely out of character with this part of the town. The fascia sign over the new shop should be narrower. Some concern was expressed at the car parking access on to Warwick Street, which would be increasing vehicular movement in this area.

**WCC (Highways):** The existing access is below 5 metres in width. The proposals seek to further intensify the use of this access by providing additional car parking spaces. This will lead to additional trips to and from the access which increases the chance of two vehicles meeting at the access. As the access is not wide enough to allow vehicles to pass this may result in vehicles reversing back into or waiting in the highway to allow another vehicle to exit the site. This may compromise the safety of pedestrians and other road users and as such, the Highway Authority cannot support the further intensification of this below standard access.

**WCC (Ecology):** Recommend bat notes.

**Private Sector Housing:** This application appears satisfactory from a private sector housing view point. Rooms have adequate space and facilities. Fire precautions will be covered by HMO licence and Building regulations.

**Waste Management:** Make the following comments:

- The refuse collection vehicle needs to be able to get within 25m of the collection point.
- The refuse collection operatives should not have to move four wheeled containers more than 10m.
- The containers should be able to be moved over a smooth surface without any kerbs etc to negotiate.
- We need an understanding from the developers as to the capacity and number of refuse bins that they are going to supply. With 58 bedrooms on a weekly collection the developer needs to look at in the region of 5 x 1100 litre bulk bins with adequate recycling facilities.

- We need a meeting with the developer to discuss the refuse and recycling options for the site before any planning conditions are agreed.

The following comments were received regarding the amended plans:

**Town Council:** Object on the following grounds:

(i) The application will have an unacceptable adverse impact on the amenity of residents in proximity to the site, particularly in terms of visual intrusion, loss of privacy and noise disturbance, contrary to Policy DP2 of the Local Plan.

(ii) The proposal is considered to be of inappropriate design which will fail to harmonise or contribute to the quality and character of the Conservation Area. In particular, the proposal is considered contrary to Policies DAP10 and DAP11 of the Local Plan.

(iii) The Council is concerned that the provision for parking within the site is inadequate for the number of residents, resulting in overspill parking onto nearby streets.

**Public response:** A petition with 10 signatures has been received from the occupants of Kinmond Court objecting to the proposals on the grounds of noise and other nuisance and stating that it is inappropriate to construct student accommodation alongside old people's accommodation.

3 of the neighbours in Clarendon Street have objected to the revised plans. As well as reiterating previous points that are listed above, they raise the following further concerns:

- confirmation required that the existing unauthorised 4th storey of the lift tower is to be removed;
- the revised structure is still a storey taller and extends further back from Kenilworth Street than the existing structure;
- the glass pyramid roof structure on the single storey area has the potential to cause light and sound pollution and loss of privacy;
- can the glass pyramid roof structure be specified as non-opening;
- the communal area outside the single storey structure has the potential to become a very noisy congregation area;
- it is not clear where ventilation equipment will be installed on the single storey structure;
- there is no attempt to pair the windows in the style of the adjoining building;
- the flat roof is not a traditional style in a Conservation Area; and
- concern about the possible use of the roof of the single storey rear wing as a roof terrace.

**WCC (Highways):** No objection, subject to conditions and subject to a Section 106 agreement to prohibit occupants of the development from obtaining resident's parking permits.

Leamington spa town council 27/5/11:RESOLVED that an objection is raised for the following reasons:

(i) The application will have an unacceptable adverse impact on the amenity of residents in proximity to the site, particularly in terms of visual intrusion, loss of privacy and noise disturbance, contrary to Policy DP2 of the Local Plan.

(ii) The proposal is considered to be of inappropriate design which will fail to harmonise or contribute to the quality and character of the Conservation Area.

In particular, the proposal is considered contrary to Policies DAP10 and DAP11 of the Local Plan.

(iii) The Council is concerned that the provision for parking within the site is inadequate for the number of residents, resulting in overspill parking onto nearby streets.

### **RELEVANT POLICIES**

- TCP10 - Protecting the Residential Role of Town Centres (Warwick District Local Plan 1996 - 2011)
- 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)
- DP11 - Drainage (Warwick District Local Plan 1996 - 2011)
- DP13 - Renewable Energy Developments (Warwick District Local Plan 1996 - 2011)
- SC13 - Open Space and Recreation Improvements (Warwick District Local Plan 1996 - 2011)
- UAP1 - Directing New Housing (Warwick District Local Plan 1996 - 2011)
- TCP13 - Design of Shopfronts (Warwick District Local Plan 1996 - 2011)
- DAP8 - Protection of Conservation Areas (Warwick District Local Plan 1996 - 2011)
- DAP9 - Unlisted Buildings in Conservation Areas (Warwick District Local Plan 1996 - 2011)
- Design Advice on Shopfronts & Advertisements in Royal Leamington Spa (Supplementary Planning Guidance).
- Sustainable Buildings (Supplementary Planning Document - December 2008)
- Open Space (Supplementary Planning Document - June 2009)
- Residential Design Guide (Supplementary Planning Guidance - April 2008)
- The 45 Degree Guideline (Supplementary Planning Guidance)
- Distance Separation (Supplementary Planning Guidance)
- TCP2 - Directing Retail Development (Warwick District Local Plan 1996 - 2011)
- Vehicle Parking Standards (Supplementary Planning Document)

### **PLANNING HISTORY**

There have been a significant number of previous planning applications relating to the application site. In the 1950s, 1960s and 1970s there were a number of applications relating to the use of the site as a motor showroom and workshop. The more recent planning history is as follows.

In 1987 planning permission was granted for "Change of use from car showroom and offices to a retail bedding showroom" (Ref. W87/0306).

In 1999 planning permission was granted for "Change of use to A1 Retail" (Ref. W99/1435).

In 2000 planning permission was granted for "Erection of a new shopfront; with a separate and independent doorway providing access to first floor" (Ref. W00/1042).

In 2006 planning permission was granted for "Variation of Condition 2 of planning permission ref: W870306 to enable the premises to be used for retail purposes by persons other than Mr. V.C.Lewis (removal of personal restriction)" (Ref. W06/0993).

In relation to the adjoining site at Nos. 118-120 Warwick Street, in 2010 planning permission was granted for "Proposed second floor extension and change of use of first and second floors from offices to student residential accommodation" (Ref. W10/0097).

The current planning application was submitted with an associated application for conservation area consent for the demolition of the existing building (Ref. W10/1385CA). That application is the subject of a separate item on this agenda.

## **KEY ISSUES**

### **The Site and its Location**

The application relates to retail premises situated on the eastern side of Kenilworth Street. The existing building occupies the whole of the site and comprises a two storey element with a flat roof fronting onto Kenilworth Street and a tall single storey element with a pitched roof to the rear. The site is situated within Leamington Town Centre and within the Leamington Spa Conservation Area.

The surrounding area contains a mix of residential and commercial premises. The site is adjoined by old people's flats to the south. The adjoining building to the north is in retail use on the ground floor with student accommodation on the upper floors. The eastern boundary of the site adjoins the rear gardens of dwellings and a veterinary practice in Clarendon Street. A car repair garage faces the site from the opposite side of Kenilworth Street. Adjacent to this there is a dwelling. The properties on the opposite side of Kenilworth Street form part of a larger site for which planning permission has been granted (subject to the completion of Section 106 agreement) for a redevelopment for a mixed retail and residential development.

### **Details of the Development**

The application proposes the following development:

- demolition of the existing building and construction of a new 3 storey building with two retail units at ground floor level and residential student accommodation on the upper floors and in a single storey extension to the rear (the student accommodation to be an adjunct to the student accommodation recently approved at Nos. 118-120 Warwick Street - pp ref. W10/0097);
- retention of the existing lift / staircase extension to rear of Nos. 118-120 Warwick Street in a modified form; and
- alteration to the layout of the existing car park including the provision of cycle parking.

The lift / staircase extension has already been constructed and therefore this is a part-retrospective application.

The following amendments have been made to the application:

- third floor omitted;
- single storey extension added to rear;
- reduction in size of building to comply with 45-degree line from nearest window in Kinmond Court;
- alterations to bin storage and cycle parking;
- reduction in amount of car parking;

- alteration to design of front elevation;
- alteration to design of shopfronts;
- existing 4m high wall to eastern boundary of site shown to be retained; and
- pyramidic rooflight confirmed to be double glazed and non-opening.

## **Assessment**

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

- the principle of permitting a student / retail development in this location;
- the impact on the living conditions of neighbouring dwellings;
- the impact on the character and appearance of the Conservation Area; and
- car parking and highway safety.

### The principle of permitting a student / retail development in this location

The application site comprises previously developed land within the urban area and therefore a development for student residential accommodation would be in accordance with Local Plan Policy UAP1. The site is within a part of the town centre that is designated to be primarily in residential use and I am satisfied that the proposed student accommodation would maintain the residential character of the area, in accordance with Local Plan Policy TCP10.

With regard to the proposed retail units, whilst the site is outside of the designated retail area, I am conscious that the proposed units would replace an existing larger retail unit. I also note that the site adjoins the designated retail area. Therefore, I am satisfied that the proposed reduced retail floorspace would be appropriate.

### Impact on the living conditions of neighbouring dwellings

As amended, I am satisfied that the proposals would have an acceptable impact on the living conditions of neighbouring dwellings. The amended proposals would not infringe a 45-degree sight-line in relation to the nearest windows in the adjoining flats at Kinmond Court. The amendment to show the retention of a 4m high wall along the boundary with the dwellings in Clarendon Street will preserve a reasonable degree of privacy for those properties. The proposed single storey rear wing would abut that boundary, but it would be wholly screened by the retained wall along the southern and eastern boundaries.

The rear windows of the 3 storey block would face the adjacent dwellings in Clarendon Street, but considering the town centre location of the site there would be a reasonably generous separation distance of over 18m from the rear boundary and over 27m from the rear elevations of those dwellings. This would meet the minimum 27m separation distance that is set out in the Council's Distance Separation Guidelines, although these are not directly applied in Conservation Areas. I am also conscious of the fact that the proposed building would be no taller than the existing buildings to either side at Kinmond Court and Nos. 118-120 Warwick Street. Taking all this into account, I do not consider that the proposals would cause undue loss of light, loss of outlook or loss of privacy for neighbours.

I note the concerns that have been raised by neighbours about the impact of a large student development on neighbouring residents and on the character of the area. However, I am conscious that the application site is situated within a

town centre location that contains a mix of uses. Furthermore, I note that the site is not currently in residential use and therefore this is not a case of students displacing permanent residents. In this context, I am not convinced that the proposed student development (in addition to others recently permitted in the area) would cause a harmful over concentration of student accommodation in this area. I am also not convinced that the proposed student development would be incompatible with the adjacent old people's flats or neighbouring dwellings.

I note that the neighbours in Kinmond Court have queried whether sound proofing will be provided on the party wall. This would be a matter for building regulations. Compliance with building regulations would ensure an adequate level of noise insulation between 2 adjoining properties.

With regard to the comments about construction noise, this would be a matter for Environmental Health to deal with if a problem were to arise.

The agent has confirmed that bathroom and kitchen extracts serving the single storey rear wing will be directed towards the internal courtyard area. A condition is recommended to ensure that no flues, vents or other openings are added to the walls on the boundaries with neighbouring dwellings.

I note the concerns about the proposed pyramidic rooflight in terms of light and sound pollution and loss of privacy. However, the agent has confirmed that this would be double glazed and non opening. Therefore, as the rooflight would be screened from neighbouring dwellings by the 4m high boundary walls, I do not consider that this would cause undue light or noise pollution or loss of privacy for neighbours.

I note the concerns about the potential for the roof of the single storey rear wing to be used as a roof terrace. A condition is recommended to prohibit the use of any part of the building as a roof terrace.

#### Impact on the character and appearance of the Conservation Area

As amended, I am satisfied that the proposals would preserve the character and appearance of the Conservation Area and I consider the revised design has addressed the objections raised to the originally submitted proposals. A fourth storey that was a cause for concern has now been omitted from the application. Furthermore, the shopfront and the arrangement of the windows on the front elevation have been amended to provide a more appropriate design for the public face of the development. I consider that the proposed single storey rear wing would be an appropriate feature at the rear of the site. This would only be partially visible from public vantage points (at a distance through the archway from Warwick Street).

The lift / staircase extension that has been erected on the rear of Nos. 118-120 Warwick Street is proposed to be modified to reduce the height of this structure down to just above the height of the existing building. A condition is recommended to ensure that this modification is carried out.

#### Car parking and highway safety

A proposed extension to the existing car park has been omitted to address concerns that were raised by the Highway Authority. The Highway Authority have raised no objection to the amended plans, subject to the applicant entering into a Section 106 agreement to waive the rights of future occupants of the development to apply for resident's parking permits. The applicant has agreed to

this. Therefore I am satisfied that the proposals would not be detrimental to highway safety.

I note the concerns that have been raised about the impact on parking on surrounding streets. The Council's Parking Standards do not specify a standard for student accommodation, but state that every case should be considered on its own merits. Taken in combination with the previously approved accommodation at Nos. 118-120 Warwick Street, the parking provision that has been shown would represent a ratio of 1 space for every 6.1 bedrooms. This would be a slightly greater parking provision than was recently approved for the student development at Nos. 131-137 Regent Street. In assessing the suitability of this parking provision, I am conscious of the fact that the site is situated within a Resident's Parking Zone and that the applicant has agreed to enter into a Section 106 agreement to waive the rights of future occupants of the development to apply for resident's parking permits. Furthermore, the plans have been amended to show covered cycle parking for 26 cycles. Therefore, taking into account the sustainable location of the site within the commercial core of the town centre and within easy reach of a wide range of shops, services and public transport, and considering the fact that there are parking controls on surrounding streets, I do not consider that a refusal could be justified on grounds of parking.

I note the comments that have been made about access for emergency vehicles. However, as the Highway Authority have not objected to the amended plans, I am satisfied that the access arrangements would be acceptable. The issue of fire safety would also be addressed through the Building Regulations.

#### Other matters

I note that CAAF have raised concerns about the size of the bedrooms. However, the amended proposals now show larger bedrooms. Furthermore, the Council's Private Sector Housing team have not objected to the proposals.

The amended bin storage arrangements have been accepted by the Council's Waste Management team.

The Council's Open Space Supplementary Planning Document would require a contribution of £8,164 towards the provision or enhancement of public open space. The applicant has agreed to enter into a Section 106 agreement to secure this contribution.

The application proposes the installation of an air source heat pump to meet 10% of the predicted energy requirements of the development, in accordance with Local Plan Policy DP13.

I note that one of the objections refers to light pollution. However, as the application site is situated within a town centre location surrounded by buildings and street lights I do not consider that light pollution from this proposed development is a significant cause for concern.

#### **RECOMMENDATION**

GRANT, subject to the conditions listed below and a Section 106 agreement to secure a contribution towards the provision or enhancement of public open space and to waive the rights of occupants of the development to apply for resident's parking permits.



## **CONDITIONS**

- 1 The development hereby permitted must be begun not later than the expiration of three years from the date of this permission. **REASON** : To comply with Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 The development hereby permitted shall be carried out strictly in accordance with the details shown on the approved drawing(s) 4619/30H, 4619/31D, 4619/32D, 4619/34D, 4619/35D, 4619/37C & 4619/42A, and specification contained therein, submitted on 28 March 2011, 28 April 2011, 23 May 2011 & 1 June 2011, unless first agreed otherwise in writing by the District Planning Authority. **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 No development shall be carried out on the site which is the subject of this permission, until large scale details of doors, windows (including a section showing the window reveal, heads and cill details), parapets, fascias, rainwater goods, shopfronts and the lantern light at a scale of 1:5 (including details of materials) have been submitted to and approved by the District Planning Authority. The development shall not be carried out otherwise than in full accordance with such approved details. **REASON** : For the avoidance of doubt, and to ensure an appropriate standard of design and appearance within the Conservation Area, and to satisfy Policy DAP8 of the Warwick District Local Plan 1996-2011.
- 4 Samples of all 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.
- 5 Detailed drawings shall be submitted to and approved by the Local Planning Authority before any work is commenced to indicate the finished site and ground floor levels intended at the completion of the development in relation to the existing site levels and the levels of the adjoining land and the development shall be carried out and completed in accordance with the details so approved. **REASON** : To protect the character of the area and the amenities of adjoining occupiers in accordance with the requirements of Policies DP1 and DP2 of the Warwick District Local Plan 1996-2011.
- 6 Details of the means of disposal of storm water and foul sewage from the development shall be submitted to and approved by the District Planning Authority before the development hereby permitted is commenced and the development shall not be carried out other than in strict accordance with such approved details. **REASON** : To ensure satisfactory provision is made for the disposal of storm water and foul sewage and to satisfy Policies DP9 and DP11 of the Warwick District Local Plan 1996-2011.
- 7 Within 6 months of the date of this permission, the existing lift /

staircase extension on the rear of Nos. 118-120 Warwick Street shall be reduced in height in strict accordance with the approved plans.

**REASON :** For the avoidance of doubt, and to ensure an appropriate standard of design and appearance within the Conservation Area, and to satisfy Policy DAP8 of the Warwick District Local Plan 1996-2011.

- 8 The development hereby permitted shall not be brought into use unless there is available vehicular turning space within the site so as to enable the largest vehicle anticipated on site to enter and leave the public highway in a forward gear. Such area shall thereafter be kept available for that purpose. **REASON :** In the interests of highway safety, in accordance with the requirements of Policy DP6 of the Warwick District Local Plan 1996-2011.
- 9 The car parking area for the development hereby permitted shall be laid out and available for use prior to the first occupation of the development hereby permitted, in full accordance with the approved plan. The car parking area shall be retained at all times thereafter and shall be kept free of obstruction and be available for parking for occupants of the development hereby permitted, unless agreed otherwise in writing by the District Planning Authority. **REASON :** To ensure that adequate parking facilities are available, in accordance with the requirements of Policy DP8 of the Warwick District Local Plan 1996-2011.
- 10 The cycle parking provision shown on the approved plans shall be completed before any part of the student accommodation hereby permitted is first occupied and thereafter shall be kept free of obstruction and be available at all times for the parking of cycles associated with the development, unless otherwise agreed in writing by the Local Planning Authority. **REASON :** To ensure that there are adequate cycle parking facilities to serve the development, in accordance with the requirements of Policy DP8 of the Warwick District Local Plan 1996-2011.
- 11 All rainwater goods for the development hereby permitted shall be metal. **REASON :** To ensure an appropriate standard of design and appearance within the Conservation Area, and to satisfy Policy DAP8 of the Warwick District Local Plan 1996-2011.
- 12 No part of the student residential accommodation hereby permitted shall be occupied unless and until the bin stores have been provided in strict accordance with the approved plans. **REASON :** To protect the amenities of occupiers of the site and the character and appearance of the locality, in accordance with Policies DP1 and DP2 of the Warwick District Local Plan 1996-2011.
- 13 The development hereby permitted shall not be first occupied unless and until the renewable energy 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 in accordance with the provisions of Policy DP13 in the Warwick District Local Plan 1996-2011.
- 14 The development hereby permitted shall only be occupied as a student

hall of residence solely by individuals enrolled on a further or higher education course. **REASON:** Since there may be insufficient parking for other forms of residential occupation, in accordance with Policy DP8 of the Warwick District Local Plan.

- 15 All hard surfaces hereby approved shall be made of porous materials. **REASON :** To reduce surface water run-off and to ensure that the development does not increase the risk of flooding elsewhere, in accordance with Policy DP11 of the Warwick District Local Plan.
- 16 The pyramidic rooflight on the single storey flat roof shall be double glazed and non-opening. The pyramidic rooflight shall be maintained in that condition at all times. **REASON :** To protect the living conditions of nearby properties and to satisfy the requirements of Policy DP2 of the Warwick District Local Plan 1996-2011.
- 17 No part of the development hereby permitted shall be used as a roof terrace. No access shall be permitted to the roofs of the development hereby permitted except for maintenance purposes. **REASON :** To protect the privacy of users and occupiers of nearby properties and to satisfy the requirements of Policy DP2 of the Warwick District Local Plan 1996-2011.
- 18 No flues, vents, windows or other openings shall be formed in the elevations on the eastern or southern boundaries of the development hereby permitted unless otherwise agreed in writing by the local planning authority. **REASON:** To protect the living conditions of neighbouring dwellings, in accordance with Policy DP2 of the Warwick District Local Plan.
- 19 The wall along the eastern and southern boundaries of the site shall be retained at a height of 4m in strict accordance with the approved plans, unless agreed otherwise in writing by the District Planning Authority. **REASON :** To protect the living conditions of neighbouring dwellings, in accordance with Policy DP2 of the Warwick District Local Plan.

## **INFORMATIVES**

For the purposes of Article 31 of The Town and Country Planning (Development Management Procedure) (England) Order 2010, the following reason(s) for the Council's decision are summarised below:

In the opinion of the District Planning Authority, the development would not cause unacceptable harm to the architectural and historic character of the Conservation Area within which the site is located. Furthermore, the proposal would not adversely affect the amenity of nearby residents and would be acceptable in terms of highway safety. The proposal is therefore considered to comply with the policies listed.

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