

Planning Committee: 10 January 2023

Item Number: 7

Application No: [W 22 / 1666](#)

Town/Parish Council: Rowington
Case Officer: Millie Flynn

Registration Date: 20/10/22

Expiry Date: 15/12/22

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**Land Adjacent to Kingswood Farm, Old Warwick Road, Lapworth,
Solihull, B94 6LX**

Erection of detached dwelling and garage together with associated parking and landscaping (re-submission of W/20/0388) FOR Mr & Mrs Guest

This application is being presented to Planning Committee due to the number of objections received.

RECOMMENDATION

Planning Committee is recommended to grant planning permission, subject to the conditions listed at the end of this report.

DETAILS OF THE DEVELOPMENT

This application is a resubmission of a previously approved scheme, which seeks planning permission for the erection of a two-storey detached dwelling, with a detached double garage with study over. The proposal includes landscaping, vehicular access to the rear (south) via the new housing development and a pedestrian access to the front (north) onto Old Warwick Road.

The changes to this revised submission are as follows:

- The addition of a rear lobby to the south-west facing elevation
- The addition of full height glazing to the north-west facing elevation

THE SITE AND ITS LOCATION

The application site lies adjacent to an existing residential property known as Kingswood Farm, a Grade II Listed farmhouse, on the southern side of the Old Warwick Road. It mostly consists of grassland with paddock area and contains a small timber stable building and shed.

The application site is within the Kingswood village boundary identified on the Policy Map (29), which is one of the District's Growth Villages, identified in Table 3 of Policy H1 for the purposes of directing new housing. The site lies within the Canal Conservation Area.

RELEVANT PLANNING HISTORY

W/20/0388 - Erection of one detached dwelling and garage together with associated parking and landscaping – Granted by Planning Committee.

RELEVANT POLICIES

- National Planning Policy Framework
- Warwick District Local Plan 2011-2029
- H1 - Directing New Housing
- SC0 - Sustainable Communities
- BE1 - Layout and Design
- BE3 - Amenity
- TR1 - Access and Choice
- TR3 - Parking
- CC1 - Planning for Climate Change Adaptation
- FW1 - Development in Areas at Risk of Flooding
- FW3 - Water Conservation
- HE1 - Protection of Statutory Heritage Assets
- NE2 - Protecting Designated Biodiversity and Geodiversity Assets
- NE3 - Biodiversity
- NE4 - Landscape
- NE5 - Protection of Natural Resources
- NE7 - Use of Waterways
- Guidance Documents
- Residential Design Guide (Supplementary Planning Document- May 2018)
- Air Quality & Planning Supplementary Planning Document (January 2019)
- Parking Standards (Supplementary Planning Document- June 2018)

SUMMARY OF REPRESENTATIONS

Rowington Parish Council: No objection.

Conservation Officer: No objection.

Waste Management: No objection.

Tree Officer: No objection, subject to condition.

Environmental Health: No objection, subject to condition.

WCC Highways: No objection.

WCC Landscape: No objection.

WCC Ecology: Object to the proposal until further information is provided (awaiting re-consultation response).

Canal & River Trust: No objection.

Public Response:

5 objections received on the following grounds:

- Impact on the setting of the Grade II Listed Building.
- The proposal is out of character.

- Impact on the Canal Conservation Area.
- Vehicular access, via the A C Lloyd development, will add further traffic to an already dangerous access off the Old Warwick Road which is fast.
- Local infrastructure is already under pressure.
- Overlooking towards properties on the other side of Old Warwick Road.
- Loss of light to facing properties.

4 neutral comments received, on the following grounds:

- Comments in respect of where construction traffic may come from (i.e., through the A C Lloyd development or Old Warwick Road).

ASSESSMENT

Principle of development

Policy H1 of the Warwick District Local Plan 2011-2029 relates to the direction of new housing within the district and sets out where new housing development will be permitted. H1(c) sets out one such circumstance which is within the boundaries of Growth Villages and Limited Infill Villages as identified within the policy and as shown on the Policies Map.

The policy also stipulates that housing development on garden land, in urban and rural areas, will not be permitted unless the development reinforces or harmonises with, the established character of the street and/or locality and respects surrounding buildings in terms of scale, height, form and massing.

Table 3 within Policy H1 sets out the Village Hierarchy and lists the Growth Villages and Limited Infill Villages. Kingswood, where the application site is located, is one of the former and the site is within the identified village envelope as identified on the Policies Map (29).

The site is in a Growth Village and the principle of new housing development in this location is therefore acceptable, subject to the secondary assessment of the policy provisions being considered acceptable also, i.e., development of garden land reinforcing and harmonising with the established character of the street/locality and respecting the surrounding buildings in terms of scale, height, form and massing.

Overall, Officers are satisfied that the principle of development is acceptable in accordance with Policy H1(c) subject to an assessment being made of the other relevant material planning considerations which are set out below.

Impact on the character and appearance of the surrounding area

Policy BE1 of the Warwick District Local Plan states that new development should positively contribute to the character and quality of its environment. The policy requires the provision of high-quality layout and design in all developments that relates well to the character of the area.

This is supported by the Council's Residential Design Guide SPD which contains further design principles that are as relevant for new dwellings as they are for

householder extensions insofar as advice regarding architectural detailing, finishes, materials etc is concerned.

Objection comments have been received with concerns that the proposal is out of keeping with the local character.

The re-submitted scheme is a two-storey detached dwelling with a ridge height of just over 8.0m. The road level slopes upwards, and the land is therefore elevated above the neighbouring property, Kingswood Farm, which has a ridge height of ~7.5m. However, there is a separation of ~29m between the two buildings which would comprise the garden of mostly the new dwelling which is to be retained as heavily vegetated as it is at present, with additional tree planting. Therefore, Officers do not consider the increase of just over half a metre in height, even with the elevated land levels, to be detrimental to the street scene.

The dwelling is an 'L-shape' plan form with an amended rear projection of ~14.80m. The proposal adds a rear lobby to the south-west facing elevation. Officers note that this rear depth would largely not be visible from the road because it would be obscured by the width of the front range, which is wider and presents the simpler, and more traditional dwelling façade which is considered wholly in keeping with the street scene.

The street scene is mixed, comprising a mix of detached, semi-detached and terraced properties at this point in the village. Officers note there is also a mixed palette of materials with red brick, some render, traditional timber framed buildings and painted brick. Officers do not consider the proposed dwelling, which, on the northeast side to the Old Warwick Road frontage would be facing brickwork and plain clay roof tiles, would be out of keeping with the surrounding area.

The proposed detached garage would be largely obscured by the dwelling. Those parts which would be visible from the road, i.e., any glimpsed views of its northeast facing elevation, would be set back from the road by over 32m. This elevation would be the gable end of the garage building which would be timber clad with an area of glazing towards the upper half. Officers consider this to be visually acceptable.

On the canal-side, the south-east elevation offers simple design and fenestration; with traditional casement windows at both ground and first floor and one central full height glazed aperture represents the feature window on this elevation. Officers consider this design not to be visually harmful, within the context of the Canal Conservation Area.

In terms of changes from the previous consent, the design has now been amended to incorporate an additional central glazed aperture in the north-west elevation, mirroring what was previously allowed. Officers note that whilst this elevation directly faces the Grade II Listed Building, it would still stand at distance of 29.0m and the addition of the rear lobby is felt to be negligible. The Conservation Officer has raised no objections.

The proposal illustrates a suitably sized dwelling in terms of footprint as well as scale and height, which relates well to its surroundings, and which would not result in any visual harm to the general character of the area or street scene. Overall,

Officers consider the amended scheme acceptable and in accordance with the guidance set out in Policy BE1 of the Warwick District Council Local Plan and the Residential Design Guide SPD.

Impact on the significance of the relevant heritage assets

Considerable importance and weight should be given to the duties set out in the Planning (Listed Buildings and Conservation Areas) Act 1990, when making decisions that affect listed buildings and conservation areas respectively. These duties affect the weight to be given to the factors involved.

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that, "In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses." Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that, "In the exercise, with respect to any buildings or other land in a conservation area...special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area."

Policy HE1 of the Local Plan expects development proposals to have appropriate regard to the significance of designated heritage assets. Where any potential harm may be caused, the degree of harm must be weighed against any public benefits of the proposal.

Paragraph 193 of the NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. Paragraph 196 of the NPPF states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage assets, the harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

Objection comments have been received with concerns raised over the impact on the setting on the Grade II Listed Building and the impact on the Canal Conservation Area.

This site is situated in 'Length 1: Rowington' of the Canal Conservation Area adjacent to Bridge No 65. The conservation area appraisal document refers to the nearby Navigation Inn, Grade II listed Kingswood Farmhouse (adjacent NW) and the junction bridge. This bridge borders the application site and is noted as 'being a good example of the sinuous brickwork form that avoided snagging tow ropes and is a key element of The Functional Tradition celebrated by the work of Eric de Mare and JM Richards for the Architectural Press in the 1950's, that awoke interest in the significance of canal design and construction. Defined as 'that style of design which, though dominated by functional considerations, is remarkable for the wide range and subtlety of its aesthetic effects.' The area surrounding the application site therefore contributes positively towards the overall character and appearance of the canal conservation area.

Officers consider the proposal to represent a good balance between contemporary design and traditional characteristics of the area. The proposed boundary treatment is considered an appropriate addition to the canals side, one which reflects rural characteristics.

The Conservation Officers raises no objection to the minor amendments made under the re-submitted scheme.

Overall, Officers are satisfied that the development, as amended, will not result in any harm to the character or appearance of the Canal Conservation Area, nor will it harm the setting of the Grade II listed farmhouse. As such, Policy HE1 is complied with.

Impact of the proposal on the living conditions of neighbouring occupiers and whether the proposal would provide adequate living conditions for future occupiers

Impact on Neighbouring Amenity

Local Plan Policy BE3 states that development will not be permitted that has an unacceptable adverse impact on the amenity of nearby uses and residents. This is supported by the Council's Residential Design Guide SPD which provides further information in this respect, though, for example, the provision of minimum separation distances and guidance on the 45° guideline for example, to protect against overlooking and potentially overbearing impacts.

Objection comments have been received, with concerns raised regarding overlooking towards properties on the opposite side of the Old Warwick Road and loss of light to facing properties. However, Officers note there are only minor changes from the originally submitted proposal.

In the case of the proposed development, the nearest neighbouring property would be Plot 36 of the A C Lloyd development to the rear, which Officers note is within the land edged blue on the submitted site location plan and therefore in the same ownership as the application site and Kingswood Farm. This property shares a side to rear relationship with the proposed dwelling and accordingly only requires a 12m separation. The actual separation between the two, as amended, would be ~19.0m. Therefore, Officers are satisfied there would be no harmful overlooking, loss of light or overbearing impacts as a result of the proposal.

The adjacent listed building, Kingswood Farm, would be ~29.0m away from the new dwelling, as measured from the nearest point. On the other side (to the southeast) 1 & 2 Grafton Fields are the two nearest properties, though these are separated by the canal and are some ~60.0m from the nearest edge of the new dwelling.

Properties on the opposite side of Old Warwick Road are between 21m and 23m away (front to front relationship) and the minimum separation distance required where properties share such a relationship across a main road will usually be accepted at a reduced distance of 15m in recognition of the fact that privacy at the fronts of dwellings will, by its nature, be diminished further than at the rear where private gardens are typically located. In this case, the main road runs through the centre of the village and cars will be travelling frequently past

windows, along with pedestrian and cyclist movements, thus resulting in there being less of a need for the full 22m distance separation between the fronts of dwellings in this kind of location. In any event, Officers note that the distance broadly satisfies this requirement and accordingly are satisfied there would be no opportunity for harmful overlooking from the proposed dwelling as a result of its placement in the proposed location.

Overall, Officers consider the proposal is acceptable with regard to its impact on existing residential amenity and would not result in any harmful impacts by reason of loss of light, loss of privacy or loss of outlook to existing neighbouring properties. The proposal accords with Policy BE3 and the Residential Design Guide SPD.

Proposed Living Conditions for The Future Occupiers

Local Plan Policy BE3 states that development will not be permitted that does not provide acceptable standards of amenity for future users and occupiers of the development. This is supported by the Council's Residential Design Guide SPD which provides further information in this respect, though, for example, the provision of minimum separation distances and minimum standards for outdoor private amenity space.

The separation distances set out in the preceding paragraph demonstrate that the dwelling is very well spaced from its nearest neighbours, such that it would not be detrimental in terms of loss of amenity. For the same reasons, Officers therefore consider the amenity afforded to its future occupiers would be acceptable insofar as privacy and outlook are concerned.

The dwelling proposed would provide five bedrooms. 4+ bedroom houses are required to provide a minimum garden size of 60m² as set out in the Residential Design Guide SPD. The proposed site plan shows that the new dwelling would sit within a very substantial plot; its garden, excluding the landscaped 'buffer' between it and the listed building, would still exceed 1,000m², thus far exceeding the minimum size requirements.

Overall, Officers are satisfied that the levels of amenity afforded for future occupiers are more than satisfactory having regard to the relevant policies and supplementary guidance and as such the development complies with Policy BE3 and the Residential Design Guide SPD.

Highway safety, access, and parking

Policy TR1 of the Warwick District Local Plan requires all developments provide safe, suitable and attractive access routes for all users that are not detrimental to highway safety. Policy TR3 requires all development proposals to make adequate provision for parking for all users of a site in accordance with the relevant parking standards.

Objection comments have been received, with concerns raised regarding vehicular access/safety and the additional construction traffic that will be generated. Again, Officers note that the changes submitted in this proposal, have minimal impact on the previously agreed vehicular access.

The vehicular access for the new dwelling would be taken via the new A C Lloyd development to the rear (southwest) of the site. The vehicular access into this development is taken off the Old Warwick Road approximately 60m further along from the application site to the northwest and would enter the new development, permitted under W/17/1724, turn back on itself towards the application site and enter the new development at the southwestern boundary, past Plot 36, the nearest neighbouring property to the proposed development.

On entering the site, three parking spaces are proposed against the north-west boundary and a detached double garage is proposed opposite (to the south-east side of the access). An additional parking space is proposed adjacent to the detached double garage.

A pedestrian access is proposed to the front of the dwelling, which would utilise the same position as the existing five bar gate which opens onto Old Warwick Road. The new gate would be set back into the site a little under two metres from the carriageway edge.

The adopted Parking Standards SPD requires 4+ bed dwellings to have 3 off-road parking spaces. The proposed site plan illustrates that these would be provided within the site and in addition to the 3 spaces, there is a detached double garage opposite, adjacent to which a fourth space is proposed specifically targeted as an electric vehicle charging point. In total, the parking proposed exceeds the parking requirements set out in the SPD and is considered this is acceptable.

The Highways Authority has raised no objection to the proposal. No new vehicular access is proposed onto Old Warwick Road and the use of the existing access serving the 38-unit development at the rear would not be intensified through the addition of one new dwelling to the point that it would be detrimental to highway safety.

Some local concerns have been expressed about the proposed pedestrian gate onto Old Warwick Road and the lack of a footpath, potentially rendering the pedestrian access unsafe. However, the new gate, which would replace an existing five bar gate which already exists into the site in the same position, is approximately 35m from the canal-bridge, to the southeast. Old Warwick Road, at this point, is subject to a 30mph speed limit and there is a footpath directly opposite the site which is continual in both directions for the full length of Old Warwick Road, leading as far as the Navigation Inn Public House to the south-east side.

Overall, Officers, on balance, that the access arrangements for both vehicles and pedestrians are satisfactory and would not compromise highway safety or be detrimental to the safety of motorists, pedestrians, cyclists or any other road users. Moreover, in the absence of an objection from the Highway Authority, Officers are satisfied that the development accords with Policies TR1 and TR3.

Ecological Impacts

Policy NE2 of the Local Plan seeks to protect designated areas and species of national and local importance for biodiversity and geodiversity. Policy NE3 of the Local Plan states that new development will only be permitted where it protects, enhances and/or restores habitat biodiversity.

As additional information was required, the County Ecology were reconsulted and their comments are outstanding but will be added to the Update Report for Members in advance of the meeting.

Trees

Policy NE4 of the Local Plan states that new development proposals should aim to either conserve, enhance or restore important landscape features in accordance with the latest local and national guidance.

The Council's Tree Officer has been consulted on the submitted tree-related documents and has advised that if recommended for approval, a condition should be imposed to secure the implementation of the proposed tree protection measures set out in the report. In order to protect the leafy and rural character of the site and biodiversity, it would be considered reasonable and necessary to impose the recommended condition.

Subject to the aforementioned condition, Officers are satisfied that the development is acceptable in respect of its impact on the landscape, both within its immediate context and on the wider surrounding landscape setting. Accordingly, it is considered that the development accords with Policy NE4.

Air quality

The scheme includes the provision of two electric vehicle charging points; one is situated within the garage and one externally on the side of the proposed garage. The proposals therefore satisfy the type one mitigation measures outlined within the Air Quality SPD.

Water Conservation

A condition has been added to ensure compliance with Local Plan Policy FW3.

Waste Management

As previously approved, the replacement gate at the front of the site is set further in from the carriageway edge, this creates an area in which to accommodate the bin storage space the requisite number of bins to be stored and presented, kerbside on bin collection day. A timber shed is also proposed to the other side of the dwelling which is annotated on the site plan to accommodate the bins, and this would provide ease of access along the pedestrian path to the front gate to wheel bins to the gate. Therefore, the development is considered acceptable in this respect.

SUMMARY/CONCLUSION

The minor changes proposed are considered to be in keeping with the character and appearance of the surrounding Conservation Area. The amenity for both existing and proposed occupiers of surrounding neighbouring properties and the new dwelling is acceptable having regard to the standards set out in the SPD. There would be no harm to highway safety, having regard to the safety of both vehicles and pedestrians and there is no objection from the Highway Authority.

The proposals are in accordance with the aforementioned policies, and it is therefore recommended for approval.

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 3783-01G and approved drawing(s) 3783-11 T, 3783-21 S, 3783-25 L, 3783-26 M and 3783-30 L submitted on 20th October 2022 and 3783-20 Y submitted on 16th December 2022 and specification contained therein. **Reason:** For the avoidance of doubt and to secure a satisfactory form of development in accordance with Policies BE1 and BE3 of the Warwick District Local Plan 2011-2029.
- 3 The development hereby permitted (including any works of demolition) shall not commence unless and until a Construction Management Plan (CMP) has been submitted to and approved in writing by the local planning authority. The CMP shall provide for: the parking of vehicles of site operatives and visitors; the loading and unloading of plant and materials; the storage of plant and materials used in constructing the development; the erection and maintenance of a security hoarding including decorative displays and facilities for public viewing where appropriate; wheel washing facilities and other measures to ensure that any vehicle, plant or equipment leaving the application site does not carry mud or deposit other materials onto the public highway; measures to control the emission of dust and dirt during construction; and a scheme for recycling / disposing of waste resulting from demolition and construction works. A model CMP can be found on the Council's website (https://www.warwickdc.gov.uk/downloads/file/5811/construction_management_plan) or by searching 'Construction Management Plan'. The development hereby permitted shall only proceed in strict accordance with the approved CMP. **REASON:** In the interests of highway safety and the amenities of the occupiers of nearby properties, the free flow of traffic and the visual amenities of the locality in accordance with Policies BE3, TR1 and NE5 of the Warwick District Local Plan 2011-2029.
- 4 Prior to the commencement of the development hereby approved (including all preparatory work), a detailed Tree Protection Plan and a comprehensive Arboricultural Method Statement, together referred to as the scheme of protection, that will detail how the retained trees are to be protected from harm during the development shall be submitted to and approved in writing by the Local Planning Authority. The development thereafter shall be implemented in strict accordance with the approved scheme of

protection. **REASON:** In order to protect and preserve existing trees within the site which are of amenity value in accordance with Policies BE1 and NE1 of the Warwick District Local Plan 2011-2029.

- 5 No development above slab level shall take place unless and until a hard and soft landscaping scheme has been submitted to and approved in writing by the local planning authority. Details of hard landscaping works shall include boundary treatment, including full details of the proposed boundary walls, railings and gates to be erected, specifying the colour of the railings and gates; footpaths; and hard surfacing, which shall be made of porous materials or provision shall be made for direct run-off of water from the hard surface to a permeable or porous area. The hard landscaping works shall be completed in full accordance with the approved details within three months of the first occupation of the development hereby permitted; and all planting shall be carried out in accordance with the approved details in the first planting and seeding seasons following the first occupation. Any tree(s) or shrub(s) which within a period of five years from the completion of the development dies, is removed or becomes in the opinion of the local planning authority seriously damaged, defective or diseased shall be replaced in the next planting season with another of the same size and species as that originally planted. All hedging, tree(s) and shrub(s) shall be planted in accordance with British Standard BS4043 - Transplanting Root-balled Trees and BS4428 - Code of Practice for General Landscape Operations. **REASON:** To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area in accordance with Policies BE1, BE3 and NE4 of the Warwick District Local Plan 2011-2029.
- 6 The existing tree(s) and shrub(s) indicated on the approved plans to be retained shall not be cut down, grubbed out, topped, lopped or uprooted. Any tree(s) or shrub(s) removed, dying, or being severely damaged or diseased or becoming, in the opinion of the local planning authority, seriously damaged or defective, within five years from the substantial completion of development shall be replaced, [as soon as practicable/ within the next planting season] with tree(s) and shrub(s) of the same size and species as that originally planted. All tree(s) and shrub(s) shall be planted in accordance with British Standard BS4043 - Transplanting Root-balled Trees and BS4428 - Code of Practice for General Landscape Operations (excluding hard surfaces). **REASON:** To protect those landscape features which are of significant amenity value, and which ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area in accordance with Policies BE1 and NE1 of the Warwick District Local Plan 2011-2029.
- 7 No part of the development hereby permitted, including site clearance works, shall commence until a Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. In discharging this condition, the LPA expect to see details concerning pre-commencement checks for protected species and appropriate working practices and safeguards for wildlife, trees and

hedgerows and the adjacent canal that are to be employed whilst works are taking place on site. The agreed Construction Environmental Management Plan shall thereafter be implemented in full. **REASON:** To ensure that protected species are not harmed by the development in accordance with Policy NE2 of the Warwick District Local Plan 2011-2029.

- 8 No development shall be carried out above slab level unless and until samples of the external facing materials to be used have been submitted to and approved in writing by the Local Planning Authority. The development shall only be carried out in accordance with the approved details. **Reason:** To ensure that the proposed development has a satisfactory external appearance in the interests of the visual amenities of the locality in accordance with Policy BE1 of the Warwick District Local Plan 2011-2029.
- 9 Prior to the occupation of the dwelling(s) hereby permitted, one 16amp (minimum) electric vehicle recharging point (per dwelling) shall be installed in accordance with details first submitted to and approved in writing by the Local Planning Authority (LPA). Once the electric vehicle recharging point(s) has been installed, the following verification details shall be submitted to and approved in writing by the LPA: (1). Plan(s)/ photograph(s) showing the location of the electric vehicle recharging point(s); (2). A technical data sheet for the electric vehicle recharging point infrastructure; and (3). Confirmation of the charging speed in kWh. Thereafter the electric vehicle recharging point(s) shall be retained in accordance with the approved details and shall not be removed or altered in any way (unless being upgraded). **Reason:** To ensure mitigation against air quality impacts associated with the proposed development in accordance with Policy NE5 of the Warwick District Local Plan and the Air Quality and Planning Supplementary Planning Document.
- 10 The development hereby permitted shall not be occupied unless and until the refuse and recycling storage areas for the development have been constructed or laid out in strict accordance with the approved plans and made available for use by the occupants of the development. Thereafter those areas shall be kept free of obstruction and be available at all times for the storage of refuse and recycling associated with the development. Refuse and recycling storage containers must be stored within the refuse and recycling storage area shown on the approved plans, unless when being presented on street for collection facilities. **Reason:** To ensure the satisfactory provision of refuse and recycling storage facilities in the interests of amenity and the satisfactory development of the site in accordance with Policy BE1 of the Warwick District Local Plan 2011-2029.
- 11 The development hereby permitted shall not be occupied unless and until a scheme showing how a water efficiency standard of 110 litres per person per day based on an assumed occupancy rate of 2.4 people per household (or higher where appropriate) will be achieved has been submitted to and approved in writing by the Local Planning Authority.

No dwelling/ unit shall be first occupied until the works within the approved scheme have been completed for that particular dwelling / unit in strict accordance with the approved details and thereafter the works shall be retained at all times and shall be maintained strictly in accordance with manufacturer's specifications. **Reason:** To ensure the creation of well-designed and sustainable buildings and to satisfy the requirements of Policy FW3 of the Warwick District Local Plan 2011-2029.

- 12 The development hereby permitted shall not be occupied unless and until the car parking and manoeuvring areas indicated on the approved drawings have been provided and thereafter those areas shall be kept marked out and available for such use at all times. **REASON:** To ensure adequate off-street car parking and servicing facilities in the interests of both highway safety and visual amenity in accordance with Policies BE1, BE3 and TR3 of the Warwick District Local Plan 2011-2029.

- 13 The pedestrian access for the development hereby permitted as shown on proposed site plan 3783-20 Y shall be retained as a pedestrian access only in perpetuity and shall not, at any time, be used by vehicular traffic. **REASON:** In the interest of highway safety in accordance with Policy TR1 of the Warwick District Local Plan 2011-2029.
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