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Item Number: 01

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Town/Parish Council: Leamington Spa

Expiry Date: 25/05/05

Case Officer: Alan Coleman

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**Lillington Free Church, Cubbington Road, Lillington, Leamington Spa,
CV32 7AL**

Erection of a new church, 34 no. apartments with associated car parking and creation of new access from Cubbington Road FOR Michael Richards Homes

This application was deferred from the agenda of 22nd June since amended plans had been received and was deferred at Planning Committee on the 12 July 2005, to enable a site visit to take place on 23 July 2005. The report which follows is largely that which was presented previously and has been amended to incorporate additional comments regarding the level of contributions required by the County Council for local services and the provision of affordable housing. These will require a 'Section 106 Agreement' and the recommendation has therefore been amended accordingly, together with additional highway conditions as recommended by the Highway Authority in the addendum to the previous report.

SUMMARY OF REPRESENTATIONS

Town Council: Object on the following grounds:

"(1) The proposal fails to meet the need within the District for social houses. The creation of additional flats does not address this need.

(2) The design features of the proposal fail to contribute positively to the character and quality of the environment."

WDC (Leisure & Amenities): *"Most of the vegetation shown to be removed is on Leisure land at Holt Rec. This is not acceptable without negotiation with us. Much of the proposed landscaping also on our land and in any event is not sustainable as it is right in front of windows. Needs a lot more thought and some negotiation with L&A."*

Further comments: *"The scheme as submitted can not be considered acceptable. There is a conflict between the proposed layout, the character of the adjacent recreation ground and the amenity of future residents. Whilst there may be scope for further negotiation to resolve this conflict I am not convinced that such negotiation will prove fruitful and must therefore object to the scheme at this point.*

The boundary of the site with the Holt Rec is currently a relatively wild area with rough mown grass and a variety of small but fairly unkempt, close spaced trees and shrubs. As such it is a valuable wildlife habitat and contributes to

our general policy of keeping 'wilder' areas around the periphery of public open space to contribute to biodiversity.

The position of a building only a few metres from the boundary will likely lead to conflict with future residents complaining about loss of light etc. The developers proposals to remove this and replace with a band of close spaced, much larger growing trees will not address this potential problem. Indeed, in the long term it is likely to make it worse.

Removing the bulk of the vegetation and replacing with a smaller number of specimen trees, more widely spaced and set back further from the boundary will reduce (but not eliminate) this potential for conflict. Instead of a dense screen hiding the development, trees would serve only to break up and soften the view of it. With a well designed building this would be acceptable visually. However, such an approach would both reduce the amount of open ground within the rec by bringing trees further out from the boundary, and fundamentally change the character of this part of Holt Rec, significantly reducing it's value as a wildlife habitat. A change to the character of a public area such as this should not be considered with consultation with all stake holders, particularly including park users."

Amended Plans: *"Subject to all principle windows in habitable rooms facing into the courtyard rather than across the Holt, the retention of vegetation on our land and a suitable mechanism being identified to ensure that searches will advise prospective purchasers that the vegetation on the Holt exists, will probably grow and that the District Council will not consider pruning or removing it because of shading of the windows that do face the Holt, I have no objection to the revised scheme."*

Highway Authority (original plans): *"Holding objection until the following matter(s) have been resolved:*

- 1. The disabled bay adjacent to the proposed bin store area, should be relocated. The current proposals would not allow collection/emptying of the bins, should a vehicle be parked in the space.*
- 2. The proposed visitor parking is not acceptable due to the spaces falling within the visibility splays for the residential and church development.*
- 3. The distance to rear of all parking bays is required to be a minimum of 6 metres, to allow for the manoeuvring of vehicles."*

Amended Plans: *No objections subject to conditions, including provision of two accesses to the site, visibility splays and surfacing of accesses.*

WDC (Housing): *"The developer has offered to provide 12 affordable units on site for sale on shared ownership terms. The type and size of units proposed are acceptable, but this offer represents only 35.29% of the total, somewhat below the Council's 40% requirement.*

However, having reviewed the economic case submitted by the applicant, in my view an abatement of the Council's policy is justified in this case, due to

the particular circumstances of the site. I will be submitting this recommendation to the Finance Director shortly.

Subject to her approval, I would recommend that the application for planning consent be granted, subject to appropriate delivery arrangements being put in place through a s106 agreement."

This recommendation has now been accepted by the Finance Director.

WCC (Structure Planning): The proposal complies with the General Development policies of the Structure Plan which direct most new residential development to towns with more than 8,000 people. Financial contributions towards local services will be required, as follows: education (4 no. secondary school places) £55,716; libraries £2,910.

WCC (Ecology): No objection, subject to conditions on bat survey, protection of retained trees and eradication of Japanese knotweed from site. Also recommend advisory notes on nesting birds and landscaping.

WCC (Fire & Rescue): No objection, subject to standard condition on provision of fire hydrants and water supplies.

Severn Trent Water Ltd: No objection, subject to drainage works condition.

Neighbours: The occupants of 140 Cubbington Road support the scheme in principle but express concerns regarding:

- inadequate provision of car parking;
- harm to highway safety from congestion caused by an increase in the number of cars waiting to turn right into the site and use of the adjacent slip road to by-pass stationary traffic;
- loss of privacy through overlooking;
- adequacy of local services to accommodate development, especially water supply and foul drainage, and;
- white rendered finish and 3-storey height of development out of keeping with surrounding area.

RELEVANT POLICIES

(DW) ENV3 - Development Principles (Warwick District Local Plan 1995)

(DW) ENV3A - Sustainable Development and Energy Conservation (Warwick District Local Plan 1995)

(DW) ENV27 - Ecological Development (Warwick District Local Plan 1995)

(DW) H5 - Infilling within the Towns (Warwick District Local Plan 1995)

DP1 - Layout and Design (Warwick District Local Plan 1996 - 2011 First Deposit Version)

DP2 - Amenity (Warwick District Local Plan 1996 - 2011 First Deposit Version)

DP5 - Density (Warwick District Local Plan 1996 - 2011 First Deposit Version)

DP6 - Access (Warwick District Local Plan 1996 - 2011 First Deposit Version)

DP8 - Parking (Warwick District Local Plan 1996 - 2011 First Deposit Version)

DP11 - Drainage (Warwick District Local Plan 1996 - 2011 First Deposit Version)
DP12 - Energy Conservation (Warwick District Local Plan 1996 - 2011 First Deposit Version)
DP13 - Crime Prevention (Warwick District Local Plan 1996 - 2011 First Deposit Version)
DP14 - Accessibility and Inclusion (Warwick District Local Plan 1996 - 2011 First Deposit Version)

SC1 - Securing a Greater Choice of Housing (Warwick District Local Plan 1996 - 2011 First Deposit Version)
SC7 - Supporting Community Facilities (Warwick District Local Plan 1996 - 2011 First Deposit Version)
UAP1 - Directing New Housing (Warwick District Local Plan 1996 - 2011 First Deposit Version)
SC9 - Affordable Housing (Warwick District Local Plan 1996 - 2011 First Deposit Version)
SC12 - Community Facilities (Warwick District Local Plan 1996 - 2011 First Deposit Version)

PLANNING HISTORY

Outline planning permission for the development of 8 sheltered flats was granted on 25 March 1974 under application 17175. Approval of Reserved Matters for a development of 6no. sheltered flats was subsequently approved on 6 November 1974 under application W74/459. An amended application W75/1192 was approved on 7 January 1976. Otherwise, there is no more recent planning history of direct relevance to the current proposals.

KEY ISSUES

The Site and its Location

The site is situated on the north-west side of Cubbington Road within a predominantly residential area that is characterised by mainly 2-storey terraced houses of uniform design and appearance that adjoin the site to the south-east in The Holt and Hadrian Close to the east, wherein there are also 3 storey flats at Wickham Court. Opposite the site on the north-east side of Cubbington Road stand mainly 2-storey semi-detached houses. A recreation ground adjoins the northern boundaries of the site, which includes an equipped playground area.

The site has an area of 4160 sq.m. which is currently occupied by the Lillington Free Church, which stands in the middle of the site, together with a detached single-storey church hall building adjacent to the south-east boundary. The site is elevated above the neighbouring properties in The Holt and is screened by a variety of mature trees and shrubs along its north-east, south-west and north-west boundaries. The remainder of the site at the rear of the existing buildings is grassed.

Access to the site is from Cubbington Road via two openings in the front boundary wall. There is a lay-by adjacent to the front boundary of the site that provides refuge parking and, other than driveway openings, there are no parking restrictions on either side of Cubbington Road in the vicinity of the site. There is also a bus stop immediately adjacent to the site and one for services into Leamington Spa outside the Walnut Tree PH less than 200 metres away on the opposite side of Cubbington Road.

In addition to the public house other services and facilities in the immediate vicinity of the site include a NHS clinic, dentist surgery, the Crown Way Local Shopping Centre and Lillington Primary School, all of which are less than 5 minutes walk away.

Details of the Development

The proposals entail the demolition of the existing church and hall buildings to facilitate a development of 34 no. apartments that would be contained within a 3-sided courtyard on the eastern half of the site adjacent to the north-east, south-east and north-west boundaries of the site with the recreation ground and Cubbington Road frontage. The apartment buildings would be 3 storey and would vary in height between some 7.6 - 8.0 metres at the eaves and 11.4 - 12.0 metres at the ridge. This aspect of the scheme includes provision for affordable housing, which has been accepted by the Council's Finance Director following negotiations between the applicant and Housing Strategy.

A new church building is proposed on the western half of the site, which would stand some 7.5 metres at the eaves and approximately 11.4 metres at the ridge. The ground floor of the building would contain the church hall and a vestibule with kitchen, storage, wc, lift and staircase facilities. The church would be on the first floor, together with a creche vestibule, vestry, tea room, stores, wc, utility room and committee room.

The development would have a common alignment along Cubbington Road with the apartment building set back some 5.0 metres from the nearside edge of the public footpath and the church some 7.0 metres. The church building would be set off the south-west boundary of the site with the neighbouring dwellings in The Holt by some 7.5 metres and would stand detached from the main body of the apartment building fronting Cubbington Road by approx 6 metres. The apartment buildings would be set off the north-west and north-east boundaries of the site with the recreation area by some 3 metres.

Access to the site would be retained from Cubbington Road via 2 no. new openings to provide separate and independent access to the church and apartments. Access to the church would be adjacent to south-west boundary with The Holt to serve 23 no. parking spaces adjacent to the rear boundary of the site. The parking area would be separated from the rear of the church building by some 12 metres by a grassed lawn. Access to the apartments would be via an opening in broadly the middle of the front boundary of the site that would serve a courtyard parking area at the rear of the apartment buildings via an arched opening in the front block. Within the courtyard,

provision for 34 no. parking spaces is proposed. This element of the scheme has now been amended to satisfy the concerns of the Highway Authority.

In order to accommodate the development, it is proposed to remove trees and shrubs from the north-east, south-west and north-west boundaries of the site, together with a hedge line of trees within the recreation area adjacent to the north-east boundary of the site. Replacement tree planting would be undertaken in these areas and within the central area of the site. However, the scheme has also now been amended to satisfy the concerns of the Amenities Officer by revising the internal layout of the proposed apartments along the north-east boundary of the site adjacent to the recreation ground so that all principal habitable room windows would front onto the courtyard. This would provide a better level of amenity for future residents of these apartments and the retention of the existing belt of trees along this boundary.

Assessment

In my opinion, the application raises the following issues:

The Principle of Development

The definition of “previously developed” land is set out in PPG3 Housing and is as follows:

"Previously developed land is that which is or was occupied by a permanent structure (excluding agricultural or forestry buildings) and associated fixed surface infrastructure."

In my opinion the site clearly falls within this definition and, given its location within a predominantly residential area, I am of the view that a residential use will reinforce and enhance this character in accordance with the principal objectives of PPG3 and the Development Plan.

Character and Appearance

Pertinent advice is contained in national statements of planning policy, namely Planning Policy Statement 1 and Planning Policy Guidance Note 3: *Housing*. PPS 1 encourages Local Planning Authorities to consider the land use requirements for various types of housing and then to make effective use of land within their urban areas whilst protecting open space, playing fields and green spaces. The Guidance Note makes it clear that the appearance and treatment of the spaces between and around buildings is often of comparable importance to the design of buildings themselves and that it is proper to seek to promote and reinforce local distinctiveness, particularly where development proposals may have a significant affect on the character or quality of the area within which they are proposed.

PPG 3 continues this theme. While recognizing that it is necessary to provide sufficient housing within an area and at an appropriate mix of dwellings, size, type and affordability, it states clearly that not all land defined as “previously

developed land” should, therefore, be re-developed. In such circumstances, it is important for the Local Planning Authority to make a judgment bearing in mind a wide range of planning considerations which must take into account such factors as how the site relates to the surrounding area, the character of the area, policies for the protection of open space etc.

This guidance is well set out in paragraphs 54-56 of PPG 3 which identifies that the Government’s objectives to make the best use of previously developed land should not be seen in isolation. A parallel motive is the need to improve the quality and attractiveness of residential areas. In seeking to achieve these objectives Local Planning Authorities and developers are encouraged to think imaginatively about designs and layouts which make more efficient use of land. However, such proposals must be brought forward *“without compromising the quality of the environment”*.

Objections have been lodged on the grounds that the proposed development would harm the character and appearance of the area and wholly compromise the quality of the environment in a manner contrary to the motives of paragraph 54 of PPG3 in terms of its density, height/size/scale/massing and spatial relationship with the neighbouring properties.

Density - The density of the proposal equates to 82 units per hectare. PPG 3: *Housing* advises that land is a finite resource and urban land can often be underused; it advises in paragraph 58 that local authorities should therefore encourage housing development which makes more efficient use of land between 30 and 50 dwellings per hectare whilst avoiding development below 30 dwellings per hectare; no upper limit is placed on an acceptable level of density. It further advises that local authorities should seek greater intensity of development at places with good public transport accessibility such as city, town, district and local centres or around major nodes along good quality public transport corridors. The question of appropriate site density, however, has to take into account the aims of good design and layout and the advice in PPG3 that new housing development should not be viewed in isolation but must be informed by the wider context, having regard not just to any immediate neighbouring buildings but the townscape and landscape of the wider locality.

In this instance, I am mindful that the character of the built development in the wider locality around the site is mixed with two-storey detached, semi-detached and terraced housing in the vicinity of the site and 3/4-storey apartment buildings further afield in Crown Way. As such, I am satisfied that in this particular instance the density of the proposed development is acceptable and would not represent inappropriate overdevelopment of the site.

Siting/Design/Scale/Mass/Height - A design statement has been submitted in support of the proposals, which states:

"The site sits to the north east of high density terraced housing in The Holt and to the south west of a large recreation ground. It is considered by the church that their new facility would be less prone to vandalism if positioned away from the open aspect of the recreation ground. The residential units are

therefore arranged to continue the building line along Cubbington Road and then present a built frontage onto the recreation ground along north east and north west boundaries.

The church building takes the form of a compact box addressing the street on its short side with its parking and garden to the rear for safety and privacy considerations. Its western façade is some 5 or 6m further away from the boundary with number 103 Cubbington Road than the existing church hall and a dense tree screen is proposed here to further reduce the impact of the proposed building on the existing property.

The residential units are arranged to maximize the built frontage onto Cubbington Road and onto the recreation ground to provide a proper edge to the public realm and to maximize passive surveillance. The parking is then hidden from the street within the resulting courtyard, which will be carefully landscaped with large tree planting and the north east façade of the church as focal points within the space.

The elevational treatment of both church and residential units picks up the gabled theme of the surrounding typology. The 2 building types on the site will therefore have a visual relationship.

The height of the proposals whilst obviously substantially smaller than the existing church building is slightly larger than the houses in The Holt, to enable the required floor to floor heights. The 3 storey residential units follow this scale so that they can relate to the large scale housing opposite, but more importantly to the large open space of the recreation ground.

Detailing on the buildings is generally simple and domestic in scale with pitched roofs, projecting bays, brickwork and render to reflect the surrounding typology. The church will have more render than brick and larger glazed openings to set it apart from the residential units. Balustrade and roof vents will have a more contemporary feel to enable the whole effect to become a fusion between old and new.

Boundary treatments to reflect the existing typology will be domestic in scale with low level brick walls and hedge planting and low level shrubbery to the lawned frontages. Replacement tree planting is proposed on the recreation ground to soften the relationship between existing open space and the proposed building.

In conclusion the church buildings have come to the end of their useful life, and the proposed residential development, on the site will allow the church to build a modern new facility, which will better serve the church and the wider community into the future. The buildings are placed to properly address the public realm, these are domestic in scale and detailing to relate to the surrounding housing, but will have contemporary detailing to emphasize their modern origin. Parked cars will be hidden from the public realm and the landscaping will be enhanced to soften the impact of the new buildings.

The proposal will we hope be an attractive addition to the townscape of Leamington Spa offering a modern and attractive place for the local Methodist congregation to worship and safe attractive homes in which to live."

I note the objections raised by the Town Council on these grounds. However, I do not consider the proposals would be entirely unacceptable in these terms. The proposed buildings would be larger than the neighbouring terraced houses and would clearly have a discernible impact on the appearance of the site and street scene in terms of their scale and mass, particularly when viewed on approach from either direction along Cubbington Road, from the recreation ground and from the opposite houses. However, I do not consider this impact would, in itself, necessarily equate to harm. The proposed church would be broadly similar in size to the existing church building and would occupy a smaller floor area overall taking into account the hall building. In terms of height, the proposed church would also be smaller than the existing church building and would be reflected in the scale of the apartment building. Whilst the church and apartment buildings would differ in design and appearance, nevertheless both would utilise gables to reflect the existing church facade and which would, in my opinion, also help break up the mass of the front elevation of the apartment building. In my opinion, the layout of the site has also been informed by and respects its surroundings in terms of the relationship between the development and neighbouring land uses and would add variety and interest to the street scene.

Landscape - As amended, I am satisfied that the proposal would now be acceptable in relation to the health and vitality of the existing trees within the recreation ground adjacent to the north-east boundary of the site. I am also satisfied that the provision of replacement tree planting along the north-west and south-east boundaries of the site would maintain the visual amenity and environmental character of the site and surrounding area.

Car Parking and Highway Safety

Concerns have been expressed regarding the level of car parking proposed to serve the development. It is considered that this would be insufficient and would increase demand for on-street parking on Cubbington Road and the surrounding streets to the detriment of highway and pedestrian safety.

Provision for 37 no. parking spaces is made within the site to serve the proposed flats. Government advice is to seek an average of 1.5 spaces per dwelling, implying that in some locations there may be a need for more parking and in others less. The proposed parking provision is below this average. However, the Crown Way Local Shopping Centre, a doctors' surgery and a public library is within easy walking distance and there is a bus stop within 200 metres of the site adjacent to the Walnut Tree PH that provides regular services to the town centre and access to the services and facilities found there, employment areas and the railway network. Thus, given the location of the site in a relatively sustainable location along a principal public transport route close to local shopping and community facilities, I am satisfied

that the parking provision is in line with government guidance and is not unreasonable for a site of this nature.

Concerns have also been expressed regarding the impact of the development on highway safety arising from right-hand turning manoeuvres into the site. The initial response of the Highway Authority to the application was a holding objection on parking layout grounds. The scheme has now been amended to address these concerns. and I am therefore of the opinion that there are insufficient grounds for raising an objection to the proposals on either highway safety or car parking grounds. The lack of objection from the Highway Authority reinforces my view on this issue.

Residential Amenity

The proposals would result in a significant intensification in the residential use of the site and would, in my opinion, undoubtedly have an impact on the living conditions of neighbouring residents. However, I consider that the proposed church and apartment building would be sufficiently distant from existing properties to ensure that the proposal would not have an unacceptable impact on the privacy, visual amenities and levels of day and sunlight enjoyed by neighbouring residents. The amount of activity within the site would also inevitably increase, particularly by reason of the introduction of car parking and driveway access for the proposed church adjacent to neighbouring garden areas. Whilst such noise would be concentrated for certain periods, nevertheless I consider it would be relatively short-lived. I do not therefore consider it would be unacceptable. The lack of objection from adjoining residents of The Holt or Wickham Court reinforces my view on this issue. Subject to details of boundary treatment, I am also satisfied that the revised layout of the proposed apartments adjacent to the north-east boundary of the site and the siting of the apartments adjacent to the north-west boundary would ensure a satisfactory level of amenity for future residents.

REASON FOR RECOMMENDATION

The proposal is considered to comply with the policies listed above.

RECOMMENDATION

GRANT subject to the satisfactory conclusion of a Section 106 agreement to secure financial contributions towards the cost of local services and the provision of affordable housing and to the following conditions:-

- 1 The development hereby permitted must be begun not later than the expiration of five years from the date of this permission.
REASON : To comply with Section 91 of the Town and Country Planning Act 1990.
- 2 The development hereby permitted shall be carried out strictly in accordance with the details shown on the approved drawings 03 15 02B, 03B, 14, 18A and 20A, and specification contained therein, submitted on 30

March 2005, approved drawings 03 15 11A, 12A, 13A, 16B, 17A and 19A, and specification contained therein, submitted on 27 June 2005 and approved drawings 03 15 10B and 15A, and specification contained therein, submitted on 30 June 2005 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 Local Plan Policy ENV3.

- 3 Samples of all external facing, roofing and surfacing 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 ENV3 of the Warwick District Local Plan.

- 5 A landscaping scheme 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.

REASON : To protect and enhance the amenities of the area, and to satisfy the requirements of Policy ENV3 of the Warwick District Local Plan.

- 6 The existing trees shown on the approved plans to be retained shall not be wilfully damaged or destroyed, uprooted, felled, lopped or topped without the prior written consent of the District Planning Authority. Any trees removed or dying or being severely damaged or becoming seriously diseased shall be replaced with healthy trees of such size and species as may be agreed in writing by the District Planning Authority.

REASON : To ensure that the retained trees are properly protected during the course of development in order to maintain the environmental quality of the site and the surrounding area, and to satisfy Policy ENV3 of the Warwick District Local Plan.

- 7 Before the development hereby permitted is begun details of the method for the protection of all retained trees within and adjacent to the site shall be submitted to and approved in writing by the District Planning Authority. The details shall include the plans of protection zones around the trunks of all retained trees together with the protection of these zones by fencing that is a minimum of 1.2 metres high in accordance with the section 8 and figures 4 to 6 of the BS 5837 : 1991 *Guide for trees in relation to construction sites*. The erection of fencing for the protection of these retained trees shall be

undertaken before any equipment, machinery or materials are brought onto the site for the purposes of the development and shall be retained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made without the written consent of the District Planning Authority.

REASON : To ensure that the retained trees are properly protected during the course of development in order to maintain the environmental quality of the site, and to satisfy Policy ENV3 of the Warwick District Local Plan.

- 8 Before the development hereby permitted is begun a statement of the proposed method of implementing the construction of the development shall be submitted to and be approved, in writing, by the District Planning Authority. The details shall include the sequencing of operations, the method of construction of the driveways and access works in the vicinity of the adjacent trees to be retained and the methods of protecting root systems of all trees to be retained during the construction process from direct or indirect damage. Operations on the application site shall be carried out in accordance with the approved details and no part of the operations shall be amended or omitted without the prior written approval of the District Planning Authority.

REASON : To ensure that the retained trees are properly protected during the course of development in order to maintain the environmental quality of the site and surrounding area, and to satisfy Policy ENV3 of the Warwick District Local Plan.

- 9 Before any works are undertaken within the protected zones of the retained trees, including excavations, topping, lopping or pruning, 7 days written notice of the nature of this work shall be given to the District Planning Authority to enable the work to be considered with the benefit of a site visit(s) from officer(s) of the Council. The approved works shall not commence until written approval has been given by the District Planning Authority. (In these conditions 'retained tree' means an existing tree which is to be retained in accordance with the approved plans and particulars shall have effect until the expiration of 5 years from the occupation of the building for its permitted use).

REASON : To ensure that the retained trees are properly protected during the course of development in order to maintain the environmental quality of the site and, to satisfy Policy ENV3 of the Warwick District Local Plan.

- 10 No development shall be carried out on the site which is the subject of this permission, until satisfactory details of boundary treatment have been submitted to and approved by the District Planning Authority and the development shall not be carried out otherwise than in full accordance with such approved details.

REASON : To ensure that the visual amenities of the area are protected, and to satisfy the requirements of Policy ENV3 of the Warwick District Local Plan.

- 11 The development hereby permitted shall not be commenced until a scheme for the provision of adequate water supplies and fire hydrants, necessary for fire fighting purposes at the site, has been submitted to and approved in writing by the District Planning Authority. The development shall not then be occupied until the scheme has been implemented to the satisfaction of the District Planning Authority.
REASON : In the interests of fire safety.
- 12 No lighting shall be fixed to the external walls or roofs of the buildings hereby permitted, or on any open land within the application site without the written consent of the District Planning Authority.
REASON : To ensure that the visual amenities of the area are protected, and to satisfy the requirements of Policy ENV3 of the Warwick District Local Plan.
- 13 The development shall not be commenced until all parts of the existing access within the public highway not included in the permitted means of access has been closed and the kerb and footway have been reinstated in accordance with the standard specification of the Highway Authority.
REASON : In the interests of highway safety, in accordance with the requirements of Policy ENV3 of the Warwick District Local Plan.
- 14 The access to the site for cars shall not be used unless a public highway footway crossing has been laid out and constructed in accordance with the standard specification of the Highway Authority.
REASON : In the interests of highway safety, in accordance with the requirements of Policy ENV3 of the Warwick District Local Plan.
- 15 The car parking areas shown on the approved plans shall be constructed prior to occupation of the development and thereafter be permanently retained for parking purposes for the development hereby permitted.
REASON : To ensure that adequate parking facilities are retained for use in connection with the development, in accordance with the requirements of Policy ENV3 of the Warwick District Local Plan.
- 16 The development shall not be occupied until two accesses for vehicles have been provided to the site not less than 5 metres in width at any point, as measured from the near edge of the public highway carriageway.
REASON : In the interests of highway safety, in accordance with the requirements of Policy ENV3 of the Warwick District Local Plan.
- 17 The accesses to the site for vehicles shall not be used in connection with the development until they have been surfaced with a bound macadam material for a distance of 7.5 metres as measured from the near edge of the public highway carriageway in accordance with details to be approved in writing by the District Planning Authority in consultation with the Highway Authority.
REASON : In the interests of highway safety, in accordance with the requirements of Policy ENV3 of the Warwick District Local Plan.

- 18 The development shall not be commenced until visibility splays have been provided to the vehicular accesses to the site with an 'x' distance of 2.4 metres and 'y' distances of 90 metres. No structure, erection, trees or shrubs exceeding 0.6 metres in height above the adjoining highway carriageway shall be placed, allowed to grow or be maintained within the visibility splays so defined.

REASON : In the interests of highway safety, in accordance with the requirements of Policy ENV3 of the Warwick District Local Plan.

- 19 Before any works for demolition are first commenced, a survey of the premises by a qualified bat surveyor shall be undertaken to demonstrate the presence, absence or usage of the premises by bats. In the event that the survey demonstrates the presence or usage of the premises by bats, a report recommending mitigation measures to ensure any bats will be protected during the demolition works shall be submitted to and approved in writing by the District Planning Authority before the demolition works are commenced. The approved mitigation measures shall be wholly implemented strictly as approved.

REASON: To ensure the protection of bats and compliance with Policy ENV27 of the Warwick District Local Plan 1995.