

Planning Committee: 29 January 2019

Item Number: **7**

Application No: [W 18 / 1960](#)

Town/Parish Council: Warwick

Registration Date: 08/10/18

Case Officer: Helena Obremski

Expiry Date: 03/12/18

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The Great Western, Coventry Road, Warwick, CV34 4LJ

Resubmission of W/18/1028: Proposed erection of 4no. terraced dwellings. FOR P
& P Properties

This application is being presented to Committee due to the number of objections and an objection from the Town Council having been received.

RECOMMENDATION

Planning Committee are recommended to grant planning permission, subject to the conditions listed in the report.

DETAILS OF THE DEVELOPMENT

Planning permission is sought for the demolition of the existing public house and erection of four town houses, with access, landscaping and car parking. The proposed dwellings would be constructed to front onto Coventry Road and are to be built alongside the four dwellings approved under permission W/16/1034.

The Design and Access Statement states that the dwellings have been designed to respect the surrounding nearby buildings in terms of height and design features.

During the course of the application, the proposed design has been amended to better reflect the existing design of the Great Western, to include hipped roof, brick quoin features, arched window heads and a design which better respects the corner plot. The use of render across the rear elevation has been removed from the amended drawings as facing brickwork is considered to be a more traditional finish, which is in keeping with the character of the existing property. A small feature render panel remains to the front and rear. The dwellings have been amended from four bedroom properties to three bedroom properties.

This planning permission should be read in conjunction with approved permission W/16/1620 - the 2016 permission was approved for the construction of 4no. town houses at the rear of the application site and included the conversion of the Great Western into apartments. Following a fire at the site which means that the Great Western cannot now be converted, the current permission seeks to construct 4no town houses at the front of the site. Overall, when the two permissions are read together, this would present a comprehensive

redevelopment of the whole site to provide 8no. town houses, with on site parking at the rear. The parking shown on the proposed plans is therefore for the total 8no. town houses.

THE SITE AND ITS LOCATION

The application site relates to the former Great Western public house located on the western side of the highway. The south eastern boundary adjoins Station Road. The site is outside of but adjoins the Warwick Conservation Area and is located within the urban area of Warwick. Part of the site is within Flood Zone 2 and the site is located opposite to the Priory Park, a Registered Park and Garden. The building is not Listed.

PLANNING HISTORY

W/16/0442 Proposed Change of use of former Public House to five residential apartments and construction of four Town Houses in grounds: Refused 03/05/16.

W/16/1620 - Proposed Change of Use of former Public House to residential accommodation and conversion into apartments. Proposed Construction of four Town Houses: Granted 29/07/26.

RELEVANT POLICIES

- National Planning Policy Framework

The Current Local Plan

- BE1 - Layout and Design (Warwick District Local Plan 2011-2029)
- BE3 - Amenity (Warwick District Local Plan 2011-2029)
- NE2 - Protecting Designated Biodiversity and Geodiversity Assets (Warwick District Local Plan 2011-2029)
- TR1 - Access and Choice (Warwick District Local Plan - 2011-2029)
- TR3 - Parking (Warwick District Local Plan - 2011-2029)
- FW2 - Sustainable Urban Drainage (Warwick District Local Plan 2011-2029)
- H1 - Directing New Housing (Warwick District Local Plan 2011-2029)
- HE1 - Protection of Statutory Heritage Assets (Warwick District Local Plan 2011-2029)
- HE2 - Protection of Conservation Areas (Warwick District Local Plan 2011-2029)
- HS8 - Protecting Community Facilities (Warwick District Local Plan 2011-2029)

Guidance Documents

- Parking Standards (Supplementary Planning Document)
- Residential Design Guide (Supplementary Planning Document- May 2018)

SUMMARY OF REPRESENTATIONS

Warwick Town Council: Objection, the existing building should be protected, car parking is excessive, the original plans to convert the building into flats should be reverted to.

Councillor Hill: Objection, the building should be preserved.

Councillor Holland: Objection, there is an over provision of car parking, the original building should be retained and restored. The previous application which was approved is acceptable.

Waste Management: No objection.

Private Sector Housing: No objection.

Historic England: No objection.

WCC Ecology: No objection, subject to inclusion of a condition and notes.

WCC Highways: No objection, subject to conditions and a unilateral undertaking to secure an amendment to the existing Traffic Regulation Order to remove the application site from the residents permit zone.

WCC LLFA: Objection, lack of information provided.

WCC Landscape: Objection, concern regarding the over provision of car parking and the materials to be used. Full landscaping details are required and the development should reflect the style of the original building to retain the local townscape.

Public Responses: 70 Objections:

- the loss of the original building is harmful to the character of the area and should be retained as per the original plans (W/16/1034);
- the proposed development is out of keeping with the original building and wider area and is not high enough quality for this prominent location;
- access should not be limited to the neighbouring commercial site at any time and noise from construction work should not affect the commercial business - concern that complaints may be made by the future occupiers in relation to the business;
- affordable accommodation should be provided;
- the development would have a detrimental impact on the carbon footprint of the site;
- the number of car parking spaces appears to be high and we should be encouraging the increased use of sustainable transport methods;
- smaller flats are needed, rather than four town houses;
- the application property should not have been allowed to fall into disrepair and forms an important part of the townscape;
- concerns regarding the proposed access and highway safety;

- the proposal represents overdevelopment of the site by virtue of the lack of garden space for the dwellings;
- pedestrians have insufficient space around the site to access the train station;
- additional residential properties will add to traffic congestion.

1 Neutral comment received: there should be help for the builder taking on the words following the fire damage, such as no payment of VAT to speed up the works. The building has been an eyesore for too long and is a poor first impression of Warwick as you enter from the train station. Additional housing is welcomed if it is constructed to a high quality with sufficient parking and access for emergency vehicles.

Assessment

The main considerations relevant to the assessment of this application are as follows:

- The Principle of the Development
- The Impact on the Character of the Area
- The Impact on Heritage Assets
- The Impact on Neighbouring Residential Amenity and Living Conditions for the Future Occupiers
- Car Parking and Highway Safety
- Ecological Impact
- Flood Risk
- Other Matters

Principle

The loss of community facility

Under the previous applications for the change of use of the site, it was considered that,

"The loss of any public house is unfortunate, however the use of buildings can evolve and change over time and it is also considered important to secure an appropriate new use for this building/site. Based on the supporting information it is considered reasonable to agree that a) there are other similar facilities accessible to the local community by means other than the car; and b) the facility is redundant and no other user is willing to acquire and manage it. The loss of the community facility is therefore considered to be acceptable in principle."

The loss of the community facility has therefore already been established under an extant permission, and that principle remains in the consideration of this revised application.

Loss of the existing building

The application property is not a Listed Building and is not located within the Conservation Area, therefore there is no policy requirement for its retention. The applicant has submitted a report carried out by a qualified structural engineer in support of the application. Whilst doing so is not a requirement for this type of development because there is no policy protection offered towards the existing structure, the report is nonetheless informative. Both the report and a site visit confirm that only the shell of the property remains, with extensive internal damage leaving little of the inside of the property intact as a result of a fire at the site. The report states that both the roof and floors have collapsed. The site cannot be entered because the remaining structure is dangerous. All of the windows and doors have been affected by the fire which would need replacing, and the roof and floors would also need replacing. The report concludes that carrying out the works which were approved under the previous scheme is no longer economically viable.

Therefore, owing to the fact that there is extensive damage to the property as a result of a fire and as there is no local or national planning policy which prevents the demolition of the building, its removal is considered to be acceptable in principle.

Residential use

Local Plan policy H1 directs new housing to urban areas. Warwick is identified as an urban area within the proposals maps, and therefore in overall terms the principle of housing is considered to be acceptable in this location.

Impact on the Character and Appearance of the Area

The National Planning Policy Framework (NPPF) places significant weight on ensuring good design which is a key aspect of sustainable development and should positively contribute towards making places better for people. The NPPF states that permission should be refused for development of poor design that fails to take the opportunities available for improving character, the quality of an area and the way it functions. Furthermore, Warwick District Council's Local Plan 2011 - 2029 policy BE1 reinforces the importance of good design stipulated by the NPPF as it requires all development to respect surrounding buildings in terms of scale, height, form and massing. The Local Plan calls for development to be constructed using appropriate materials and seeks to ensure that the appearance of the development and its relationship with the surrounding built and natural environment does not detrimentally impact the character of the local area. Finally, the Residential Design Guide sets out steps which must be followed in order to achieve good design in terms of the impact on the local area; the importance of respecting existing important features; respecting the surrounding buildings and using the right materials.

There have been objections from members of the public that the loss of the original building is harmful to the character of the area and should be retained as per the original plans (W/16/1034). Members of the public consider that the

proposed development is out of keeping with the original building and wider area, the proposal is not of sufficiently high quality for this prominent location and the application property should not have been allowed to fall into disrepair, forming an important part of the townscape. The Town Council and local Councillors have stated that the existing building should be protected and the original plans to convert the building into flats should be implemented.

The requests to retain the original building are noted, however, Officers would emphasise that the Council has no material planning grounds upon which to insist up on the retention of the existing property, as there are no policies within the Local Plan or NPPF which protect buildings of this nature. Furthermore, the structural report shows that the building is beyond economic repair or retention.

However, Officers have regard to the fact that the site is located on a prominent corner plot, and acts as a gateway into Warwick from the train station, so a high quality of design is required for this important site. Initially, the proposal had been designed to replicate the more modern, simple apartment blocks which the proposed development will face along Coventry Road. Whilst these apartment blocks have an acceptable impact on the street scene, Officers were mindful that the Great Western, although derelict, has many more traditional architectural features, and stood out as having a high quality of design before the fire which destroyed much of the property.

Therefore, Officers requested that the design of the proposed apartment block was amended to better reflect the architectural features of the existing property on the site. This was accommodated by the applicant, and although the scale of the proposed building is larger than the existing property, the design incorporates many of the design features such as brick quoins, arched headers above the windows and a hipped roof. This is considered to modernise and make the best use of the site, whilst still respecting the character of the original building. A condition is proposed to be added for the provision of sample materials to ensure a high quality design for the development.

It is therefore considered that the proposed development would not have a harmful impact on the street scene. The proposal is considered to provide a high quality development which has been carefully designed to respect the existing property and respond well to the wider site context. The proposed development is considered to be in accordance with Local Plan policy BE1 and the NPPF.

Impact on Heritage Assets

Section 72 of the Planning (Listed Buildings and Conservation Areas) 1990 imposes a duty when exercising planning functions to pay special attention to the desirability of preserving or enhancing the character of a Conservation Area. Section 66 of the same Act imposes a duty to have special regard to the desirability of preserving a listed building or its setting when considering whether to grant a planning permission which affects a listed building or its setting.

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.

Policy HE1 of the Local Plan states that development will not be permitted if it would lead to substantial harm to the significance of a designated heritage asset. Where the development would lead to less than substantial harm to the significance of a designated heritage asset, this harm will be weighed against the public benefits of the proposal. The explanatory text for HE1 clarifies that in considering applications relating to Conservation Areas, the Council will require that proposals do not have a detrimental effect upon the integrity and character of the building or its setting, or the Conservation Area. Local Plan policy HE2 supports this and states that it is important that development both within and outside a conservation area, including to unlisted buildings, should not adversely affect its setting by impacting on important views and groups of buildings within and beyond the boundary.

It should be emphasized that the application property is not a nationally or locally listed building, and that the site is not located within the Conservation Area. It is however recognised that the proposal will affect the setting of the Conservation Area, and is within the wider setting of a Registered Park and Garden. The building is not listed or located within a Conservation Area, and therefore there is no policy requirement for a structural engineer's report describing the condition of the building, or a policy which would protect the building from demolition. Officers would like to again reiterate the findings of the structural report, that all of the windows, doors, floor and roof were affected by the fire and would need replacing, and that carrying out the works which were approved under the previous scheme is no longer economically viable.

The scheme was therefore amended at the request of Officers to better reflect the design features found on the existing building to respect the character of the property. It is noted that corner quions, traditional sash windows and decorative porches reflecting the characteristics of the original building and contributing towards the overall street scene and setting of Warwick Conservation Area have now been included in the design. It is also acknowledged that whilst it is regrettable to lose the former public house, the extent of damage caused by fire is significant, rendering a proposed rebuild of the original unfeasible, and the scheme now reflects the setting of the Conservation Area and visually enhances the street scene.

It is proposed to include conditions requiring the provision of large scale architectural details and sample materials which are considered to be reasonable and appropriate in the circumstances of this proposal to ensure that a high quality development comes forward. Under the previous application for the site W/16/1034 for the erection of four town houses and conversion of the existing property to apartments, it was considered necessary to add conditions requiring that the windows be constructed from timber and painted, rather than stained, and a condition to ensure that the metal railings were painted black. In order to

ensure consistency and a high quality of design for the setting of the Conservation Area and Registered Park and Garden, these conditions are proposed to be will be carried forward with this application also.

It is noted that Historic England have no objection to the proposed development. It is therefore considered that as amended, the proposed development would cause no harm to the setting of the Conservation Area or Registered Park and Garden. The proposal is considered to be in accordance with Local Plan policies HE1 and HE2.

Impact on Neighbouring Residential Amenity and Future Living Conditions of the Occupants

Warwick District Local Plan policy BE3 requires all development to have an acceptable impact on the amenity of nearby users or residents and to provide acceptable standards of amenity for future users or occupiers of the development. There is a responsibility for development not to cause undue disturbance or intrusion for nearby users in the form of loss of privacy, loss of daylight, or create visual intrusion. The Residential Design Guide provides a framework for policy BE3, which stipulates the minimum requirements for distance separation between properties and that extensions should not breach a 45 degree line taken from a window of nearest front or rear facing habitable room of a neighbouring property.

Members of the public consider that the proposal represents overdevelopment of the site by virtue of the lack of garden space for the dwellings.

Impact on Neighbouring Residential Amenity

The proposed town houses would be positioned opposite to an existing three storey apartment block. Although the proposal would not meet the Council's minimum distance separation guidance for this arrangement, because the properties would be separated by a road, the sense of separation is increased. The distance separation would be 17.5 metres which is considered to be an acceptable distance for this arrangement and more than other similar arrangements within the nearby street scene.

The proposed development is not considered to be harmful to the living conditions of the future occupiers of the dwellings which have already been approved at the rear of the site.

Living Conditions for the Future Occupiers

The proposed development would provide acceptable levels of privacy, outlook and light to all habitable rooms. It is noted that Private Sector Housing have no objection to the proposed development.

The Council's updated Residential Design Guide now requires that 3 bedroom properties have a minimum private outside amenity area of 50sqm. The property furthest to the south of the site provides a private amenity area of 42sqm which

arguably, in this built up urban location is acceptable for a 3 bedroom property. However, the private amenity areas for the other 3 proposed dwellings fall below this requirement, with the smallest being 17sqm.

Conversely, it should be noted that the four dwellings which have approval on the same site were also three bedroomed properties, which each had access to a terrace measuring 17sqm. The Council's Residential Design Guide has been updated to require a minimum private amenity space, however, in constrained urban locations, it is recognised that this may not always be achievable.

Given the fact that this is a comprehensive redevelopment of a sensitive site, which has fallen into disrepair, which is considered to enhance the setting of the Conservation Area, and given the fact that there is an extant permission for four similarly sized dwellings on the same site with the same smaller sized amenity areas, it is not considered that the level of private outside amenity area would be so harmful to living conditions of the future occupiers to warrant the refusal of the application in this instance. It is also noted that there is a public open space directly opposite to the application site.

Concern has been raised by the commercial occupier of the neighbouring site (Baxi offices and warehouse) that complaints may be made by the future occupiers of the development in relation to their business. It is important to note that the application site already has permission for use for residential purposes. However, under the previous permission W/16/1034 it was considered necessary to include a condition requiring the development to be constructed in a manner which protected occupants from excessive noise including the provision of a noise survey to ensure that the living environment provided by the properties is acceptable. That requirement arose from the proximity of the development to a railway line and the adjacent commercial premises. It is therefore considered reasonable and necessary to include the same condition for this application, which is proposed to be added, to protect the amenity of the future occupiers.

It is considered that the proposed development would not have a harmful impact on neighbouring residential properties and that the proposed development would provide acceptable living conditions for the future occupiers of the dwellings. The development is therefore considered to be in accordance with Local Plan policy BE3.

Car Parking and Highway Safety

There have been objections from the Town Council, Councillor Holland and members of the public that the car parking for the proposed development is excessive and that increased use of sustainable transport methods should be encouraged. Concern is also expressed regarding the proposed access and highway safety; that pedestrians have insufficient space around the site to access the train station; and, that additional residential properties will add to traffic congestion.

WCC Highways have assessed the application and note that the current development proposals would require a total of 8 car parking spaces to be

provided, in line with Warwick District Council's Parking Standards (June 2018). A total of 16 spaces are provided within the application site to serve the permitted four dwellings (under application W/16/1034) and the proposed four dwellings. A total of eight car parking spaces would have been required for the permitted four dwellings, as they would have been assessed and approved under the previous parking standards (Warwick District Council's Vehicle Parking Standards – November 2007). Therefore, the overall level of parking proposed accords with the relevant parking standards.

WCC Highways state that in the normal course of events, the future occupants would be entitled to residents parking permits in an area of parking stress, which could be harmful to highway safety and amenity. They therefore recommend that a unilateral undertaking is submitted to secure an amendment to the Traffic Regulation Order (TRO) to prevent future occupants from applying for permits.

As stated above, the proposed development is considered to provide an acceptable level of parking for both the approved and proposed development to accord with the Council's Vehicle Parking Standards requirements. It is therefore considered to be unreasonable to require that the developer enters into a legal agreement to amend the TRO at a considerable financial cost. Whilst the concerns of WCC Highways and some members of the public are noted, the proposal is considered to meet the requirements of the NPPF, Local Plan policy TR3 and the Council's Vehicle Parking Standards guidance and therefore cannot be refused on that basis. A condition is however proposed to be added to ensure that the parking layout as proposed on the drawings is provided prior to the occupation of the site and that it shall remain as such in perpetuity as a precautionary measure.

WCC Highways also recommend a condition relating to the completion of access and footway works prior to occupation of the properties. This is considered to be reasonable and is proposed to be added. WCC Highways raise no concerns regarding the proposed access arrangements.

Cycle parking and a dedicated waste storage area has been provided on site, which can be secured in perpetuity by condition. The proposal is therefore considered to be in accordance with Local Plan policies TR1 and TR3, and the Council's adopted Vehicle Parking Standards.

Ecological Impact

WCC Ecology have assessed the application and note that since a fire at the property, there is little possibility of bats occupying the building. They however, recommend notes relating to bats and nesting birds as a precautionary measure. WCC Ecology also recommend that a condition is attached relating to the provision of bird boxes to ensure a biodiversity gain in accordance with the recommendations of the NPPF.

These notes and condition are considered to be reasonable and are proposed to be added. The development is therefore considered to be in accordance with Local Plan policy NE2.

Flood Risk

The application site in part, is located within Flood Zone 2. The applicant has provided a Flood Risk Assessment as part of the application which has been assessed by WCC Local Lead Flood Authority (LLFA). They note that certain details in reference to infiltration testing, attenuation, surface water drainage and maintenance have not been provided. The applicant has been made aware of these requests and Councillors will be updated on this matter prior to the committee meeting.

Other Matters

Concern has been raised by the adjacent commercial occupier (Baxi offices and warehouse) that access should not be limited to the neighbouring commercial site at any time and noise from construction work should not affect the commercial business. Officers have no evidence to believe that the proposed development would affect the access to the neighbouring Baxi site or their commercial business.

Members of the public consider that affordable accommodation should be provided and that smaller flats are needed, rather than four town houses proposed. However, as the development is for four dwellings, there is no policy requirement to provide affordable housing or to assess the development against local housing need, which is only triggered when considering 10 dwellings or more.

Members of the public also have concerns that the proposal would have a detrimental impact on the carbon footprint of the site. However, the developer would be required to provide electric charging points in order to offset the increase in traffic to the site and the dwellings would need to meet the current sustainability requirements via the building regulations.

There have been comments from a member of the public that there should be help for the builder taking on the words following the fire damage, such as no payment of VAT to speed up the works. However, the payment of VAT is not regulated through planning legislation so cannot be controlled as part of this planning application.

The anticipated vehicle use by residents of the new development is likely to cause an incremental increase in traffic in areas of poor air quality within the district. To offset this it is recommended that the developer is required to provide electric vehicle charging facilities for the new dwellings. These are shown on the proposed drawings and a condition will be added to ensure that they are provided.

Conclusion

The proposal is considered to provide an acceptable form of development, of a high quality design which would enhance the Conservation Area. The development is not considered to harm neighbouring amenity and provides

acceptable parking in accordance with the relevant guidance. The proposal would also have an acceptable ecological impact and therefore, it is recommended that planning permission should be granted.

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 and approved amended drawings 1159-0510-05 and 1159-0511-04 submitted on 21st December 2018 and drawing 1159-0512-05 submitted on 10th January 2019 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 No development shall be carried out above slab level unless and until a scheme for the provision of suitable nesting boxes for swifts to be erected on buildings within the site has been submitted to and approved in writing by the District Planning Authority. The scheme to include details of box type, location and timing of works. Thereafter, the boxes shall be installed and maintained in perpetuity. **REASON:** To ensure the protection of endangered species and ensure a biodiversity gain in accordance with the NPPF, ODPM Circular 2005/06 and Warwick District Local Plan 2011 - 2029 policy NE2.
- 4 The dwellings hereby permitted shall be designed and constructed so that internal noise levels within bedrooms at night shall not exceed the internal target noise level of 30dbLaeq, 8hr; internal noise levels within living rooms and bedrooms by day shall not exceed 35dB LAeq,16hr; maximum internal noise level in bedrooms and living rooms shall not exceed 45db LA MAX fast as required by the World Health Organisation (WHO). No development shall be carried out above slab level unless and until a noise survey has been submitted to and approved in writing by the local planning authority. The survey shall include details of any mitigation measures deemed necessary to achieve the above requirements and protect residents of the development from surrounding noise. The scheme shall be implemented in full accordance with the approved details and agreed mitigation measures shall be retained thereafter. **REASON:** To protect residents of the development from the adverse effects of road traffic and railway noise and plant from the adjacent commercial building in accordance with Policy BE3 of the Warwick District Local Plan 2011 - 2029.
- 5 No development shall be carried out above slab level unless and until large scale details of doors, windows (including a section showing the window reveal, heads and cill details), and rainwater goods at a scale of

- 1:5 (including details of materials) have been submitted to and approved by the Local Planning Authority. The development shall not be carried out otherwise than in strict accordance with such approved details. **REASON:** To ensure an appropriate standard of design and appearance within the setting of the Conservation Area, and to satisfy Policy HE2 of the Warwick District Local Plan 2011-2029.
- 6 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.
- 7 The development hereby permitted shall not be occupied unless and until the car parking, cycle storage areas 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 that a satisfactory provision of off-street car parking and turning facilities are maintained at all times in the interests of the free flow of traffic and highway safety in accordance with Policies TR1 and TR3 of the Warwick District Local Plan 2011-2029.
- 8 The development shall not be occupied until the access works, footway works and site has been laid out and constructed as indicated on the approved drawings. **REASON:** To ensure the free flow of traffic and highway safety in accordance with Policies TR1 and TR3 of the Warwick District Local Plan 2011-2029.
- 9 The development hereby permitted shall not be occupied unless and until the external refuse storage areas for the development have been constructed or laid out, and made available for use by the occupants of the development and thereafter those areas shall be kept free of obstruction and be available at all times for the storage of refuse associated with the development. **REASON:** To ensure the satisfactory provision of refuse 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.
- 10 The development hereby permitted shall not be occupied until the electric charging points shown on the approved drawings have been installed and made available which satisfy the requirements set out in the Council's adopted Low Emission Strategy Guidance for Developers (April 2014). The electric charging points shall be retained and maintained as such at all times thereafter. **REASON:** To ensure mitigation against air quality impacts associated with the proposed development in accordance with Policy NE5 of the Warwick District Local Plan.

- 11 All window and door frames shall be constructed in timber and shall be painted and not stained. **REASON:** To ensure an appropriate standard of design and appearance within the setting of the Conservation Area and Registered Park and Garden, and to satisfy Policies HE1 and HE2 of the Warwick District Local Plan 2011-2029.
 - 12 Within one month of the installation of metal railings they shall be colour coated black. Any replacement or modification shall be colour coated black to match within one month of being carried out. **REASON:** To ensure that the metal railings hereby approved are colour coated in the interests of the visual amenities of the locality in accordance with Policies BE1 and HE2 of the Warwick District Local Plan 2011 - 2029.
-