

Application No: W 10 / 0214

Registration Date: 01/03/10
Leamington Spa

Town/Parish Council:

Case Officer: David Cooper
01926 456531 planning_east@warwickdc.gov.uk

12 Station Approach, Leamington Spa, CV31 3SE

Change of use from offices to House in Multi-Occupancy, including alterations to elevations, solar panels, bin store and metal boundary fence FOR Mr Scott Dawkins

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

SUMMARY OF REPRESENTATIONS

Town Council: Objection is raised for the following reason:

There is no provision for off-street parking and as a consequence the requirements of WDC's SPD on vehicle parking standards are not met. There is already a considerable problem with parking on-street due to the close proximity of the railway station and the town centre.

RELEVANT POLICIES

- Vehicle Parking Standards (Supplementary Planning Document)
- DP1 - Layout and Design (Warwick District Local Plan 1996 - 2011)
- DP2 - Amenity (Warwick District Local Plan 1996 - 2011)
- Sustainable Buildings (Supplementary Planning Document - December 2008)
- Residential Design Guide (Supplementary Planning Guidance - April 2008)

PLANNING HISTORY

Historically the application site existed as a shop. Planning permission was granted for a replacement building to serve as a car showroom, albeit not implemented. Subsequent development allowed for conversion of the first floor to a flat above what later became a taxi business and then a design studio at both floor levels.

KEY ISSUES

The Site and its Location

The application site lies directly to the north of the main railway line adjacent to the Leamington Spa station, a Grade II Listed Building. The property sits between a vacant development site of approximately 1.34 hectares and the Leamington Spa Conservation Area to the north of the site. The vacant site is served by two roads, one at a lower level, Station Approach that is marked with double yellow lines restricting parking levels and a more informal private road adjacent to the former Quicks site at a higher level with no parking control or formal layout. Adjacent properties to the north lie within a traditional residential area although along Station Approach there are a mix of uses including the Stagecoach bus depot to the west, railway land to the south, a church building and a Restaurant immediately to the west.

Details of the Development

Conversion of vacant business premises to a House in Multi Occupation with 7 bedrooms.

Assessment

Impact to on-street parking

Residential schemes containing more than six bedrooms now fall outside of the newly defined use class C4 "Houses in Multiple Occupation" following changes to the Use Classes Order introduced in April 2010 and as such these schemes should be assessed on their own merits in terms of parking in accordance with the Vehicle Parking Standards SPD. A seven bedroom HMO defined in the S.P.D would require four parking spaces.

PPS3 states that in considering sustainable locations for residential development a positive contribution can be made cutting carbon emissions, by focusing new residential development in locations with good public transport accessibility and/or by means other than the private car. I note that the parking requirement for the current application assessed as four spaces is no greater than that of the fallback position equalling four spaces for the B1 element and two spaces for the previously granted C3 flat conversion at first floor with two spaces for the ground floor business use.

The application site is uniquely located close to major public transport links and to the University bus route. I am of the opinion that this scheme fits well into this central urban site and is capable of promoting linked-trips and access to central areas without the use of a private car.

Impact on the setting of the Conservation Area

The changes to the exterior of the building are modest, comprising new fenestration at ground floor, a screened bin store, secure cycle storage and railings to the forecourt. The perimeter boundary treatment defines the private areas and allows for adequate screening of recycling equipment and secure cycle storage. Although of modern design, I consider that the fenestration as proposed complements the existing character of the building and responds sensitively to the mix of traditional and modern property types in this part of the (adjoining) Leamington Spa Conservation Area.

Sustainability

The scheme offers to upgrade the existing property to modern standards of insulation while providing the installation of two arrays of solar collectors that will provide a minimum of 10% of the energy required to run the finished development. The site is at the edge of the town centre and located near to principal public transport nodes for both rail and bus travel.

The proposal also brings an empty building back into beneficial use, meets the minimum standards of cycle parking and makes adequate waste disposal and recycling provision.

The surrounding area including Avenue Road and York Road are controlled by a Road Traffic Order, therefore I consider that there is adequate control over those on street parking areas. The proposal offers to provide noise insulation in excess of that required by building regulations and the transmission of potential noise

nuisance in and out of the property will be attenuated to acceptable standards outside of planning control.

Design

In design terms, most of the alterations will be internal, and the adjustments to fenestration respond to both the residential character of the area and the obligations for sustainable sensitive conversion, conserving energy. The proposal would enhance the residential presence adjacent to the Conservation Area.

RECOMMENDATION

GRANT subject to the following conditions and for the reasons listed

CONDITIONS

- 1 The development hereby permitted must be begun not later than the expiration of three years from the date of this permission. **REASON** : To comply with Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 The development hereby permitted shall be carried out strictly in accordance with the details shown on the approved drawing(s) RevB 740-03, and specification contained therein, submitted on 26/03/2010 unless first agreed otherwise in writing by the District Planning Authority. **REASON** : For the avoidance of doubt and to secure a satisfactory form of development in accordance with Policies DP1 and DP2 of the Warwick District Local Plan 1996-2011.
- 3 The development hereby permitted shall not be first occupied unless and until the renewable energy scheme submitted as part of the application has been wholly implemented in strict accordance with the approved details. The works within this scheme shall be retained at all times thereafter and shall be maintained strictly in accordance with manufacturers specifications. **REASON** : To ensure that adequate provision is made for the generation of energy from renewable energy resources in accordance with the provisions of Policy DP13 in the Warwick District Local Plan 1996-2011.
- 4 All external facing materials for the development hereby permitted shall be of the same type, texture and colour as those of the existing building. **REASON** : To ensure that the visual amenities of the area are protected, and to satisfy the requirements of Policy DP1 of the Warwick District Local Plan 1996-2011.

INFORMATIVES

For the purposes of Article 22 of the Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2003, the following reason(s) for the Council's decision are summarised below:

In the opinion of the District Planning Authority, the development achieves acceptable standards of layout and design and does not give rise to any harmful effects in terms of impact on the amenity of the neighbouring properties which would justify a refusal of permission. The proposal is therefore considered to comply with the policies listed.
