

Planning Committee: 15 January 2013

Item Number: 8

Application No: W 12 / 1371

Town/Parish Council: Kenilworth
Case Officer: Penny Butler

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Registration Date: 05/11/12
Expiry Date: 04/02/13

48-50 Waverley Road, Kenilworth, CV8 1JN

Demolition of existing buildings and the erection of Later Living retirement housing for the elderly (category II type accommodation, comprising 11no. 1 bedroom and 11no. 2 bedroom units), communal facilities, landscaping and car parking. FOR McCarthy and Stone Retirement Lifestyles Ltd

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

RECOMMENDATION

Planning Committee are recommended to grant permission subject to conditions and following the completion of a unilateral undertaking by the applicant to pay a contribution of £1,320 towards public open space and £80,680 towards affordable housing. Officers are delegated authority to refuse the application if the agreement is not secured by February 4th.

DETAILS OF THE DEVELOPMENT

The proposal is for the demolition of the two existing bungalows and the erection of an L shaped building of differing height and elevational treatment which will provide Later Living retirement housing for the elderly. The Waverley Road frontage will be three storeys and is designed in two parts, with timber windows to this frontage. The western side has a brick facade whilst the eastern side is painted render, with an inset lower brick section linking the two. The brick part is designed with gable ends fronting the road, whilst the render part would have hipped roofs, and there would be a slight height variation between these two parts, with the tallest element being set down from the adjacent dwelling no. 44 Waverley Road by 0.3m. The building has been designed to take account of neighbouring properties by stepping down in height at the rear, close to the rear of properties on Harger Court, and at the side adjacent to the side windows of no.44 Waverley Road. The site would have a single gated vehicular access point adjacent to no.44, leading to a parking area at the rear providing 17 spaces and landscaped gardens. The landscaping scheme shows one tree retained on the front corner of the site, whilst two on the highway verge will be unaffected.

The floor plans show 11 one-bed and 11 two-bed self contained apartments. A shared lounge is provided on the ground floor along with a laundry room, but there are no other shared facilities, and no provision is made for meals. The Use Class is therefore C3 (dwelling houses), and on this basis an affordable housing contribution is applicable.

The site layout has been amended since being originally submitted to increase parking provision from 14 spaces, to provide adequate access width, bin storage and move the building back into the site by 1m.

THE SITE AND ITS LOCATION

The application site comprises two residential plots both containing bungalows, and measures some 0.22 hectares. No. 50 Waverley Road is set back a substantial distance from the road behind a tall hedge, whilst no. 48 has a shallow frontage providing parking, and both have independent vehicular access points. The site contains a number of trees which are all classed as low quality or value, aside from a silver birch at the front corner of the site. The south-western side boundary of the site adjoins a shared alley to the rear of mixed use buildings fronting Warwick Road and the town centre boundary, the northern rear boundary adjoins the gardens and drive of dwellings in Harger Court, and the north-eastern side boundary adjoins the dwelling at no.44 Waverley Road. The Station Road and Waverley Road Conservation Area adjoins the north-eastern boundary of the site.

PLANNING HISTORY

No.48 was erected following a permission in 1954.

RELEVANT POLICIES

- National Planning Policy Framework
- Residential Design Guide (Supplementary Planning Guidance - April 2008)
- SC11 - Affordable Housing (Warwick District Local Plan 1996 - 2011)
- SC13 - Open Space and Recreation Improvements (Warwick District Local Plan 1996 - 2011)
- SC14 - Community Facilities (Warwick District Local Plan 1996 - 2011)
- DP1 - Layout and Design (Warwick District Local Plan 1996 - 2011)
- DP2 - Amenity (Warwick District Local Plan 1996 - 2011)
- DP3 - Natural and Historic Environment and Landscape (Warwick District Local Plan 1996 - 2011)
- DP6 - Access (Warwick District Local Plan 1996 - 2011)
- DP7 - Traffic Generation (Warwick District Local Plan 1996 - 2011)
- DP8 - Parking (Warwick District Local Plan 1996 - 2011)
- DP9 - Pollution Control (Warwick District Local Plan 1996 - 2011)
- DP11 - Drainage (Warwick District Local Plan 1996 - 2011)
- DP12 - Energy Efficiency (Warwick District Local Plan 1996 - 2011)
- DP13 - Renewable Energy Developments (Warwick District Local Plan 1996 - 2011)
- DP14 - Crime Prevention (Warwick District Local Plan 1996 - 2011)
- DP15 - Accessibility and Inclusion (Warwick District Local Plan 1996 - 2011)
- Vehicle Parking Standards (Supplementary Planning Document)
- Sustainable Buildings (Supplementary Planning Document - December 2008)
- Open Space (Supplementary Planning Document - June 2009)
- Affordable Housing (Supplementary Planning Document - January 2008)
- UAP1 - Directing New Housing (Warwick District Local Plan 1996 - 2011)
- DAP3 - Protecting Nature Conservation and Geology (Warwick District Local Plan 1996 - 2011)
- DAP8 - Protection of Conservation Areas (Warwick District Local Plan 1996 - 2011)

SUMMARY OF REPRESENTATIONS

Kenilworth Town Council: Commented that they welcomed the high standard of design and the changes that had been incorporated following the consultation process. However, notwithstanding the comments in the applicants supporting documentation and the small increase in vehicle parking space, Members still considered that the overall parking provision remained inadequate. They considered that the existing serious car parking problems in the area mandated that provision should be increased further.

Public response: Six objections received raising the following issues:

- Question whether the two existing properties are already in single ownership
- This is not brown field development; It is front and back garden development. Query whether the development is being pushed through before the Localism Bill replaces the RSS.
- Harm to character of area by replacement of low rise bungalows with three storey development. High density of development will harm Conservation Area.
- Design appears to fit the space but still has a similar feel to those in Balsall Common and Stratford upon Avon.
- Over dominant impact on dwellings opposite which will suffer loss of light and privacy- to their windows and one rear garden.
- Over development of site. Proposed three storey building would fill the site resulting in loss of outlook and privacy for neighbours, inappropriate mass and overlooking.
- Proposed installation of electric heating resulting in higher running costs for residents.
- Kitchens to be provided without windows. Roof lights should be openable by residents.
- Surface water disposal should be carefully considered to avoid local flooding issues, and Severn Trent Water consulted.
- Replacement mature trees should be required by condition
- Contributions required by S106 should include social housing, open spaces, public transport and NHS costs.
- There are 11 similar developments locally, and one under construction on Southbank Road. Need for such developments is questioned, taking into account the associated costs.
- Query location of the air source heat pump. Aside from this there is little consideration of green technologies.
- Query why these items are not required- Green Travel Plan, land contamination report, Environmental Impact Assessment, noise impact assessment.
- Disturbance during construction period including highway impacts.
- Number of vehicle movements has been grossly underestimated. Increased traffic will harm highway safety, as Waverley Road is a main route through Kenilworth.

- Query whether a gated entrance is practicable given emergency service vehicle access requirements.
- Access width too narrow which will lead to traffic congestion. Inadequate visibility from site will cause harm to pedestrian safety, particularly the elderly travelling to Waverley Day Centre opposite and the surgery on Bertie Road. Access too close to Bertie Road and Warwick Road.
- Inadequate car parking provision given potential for 33 occupiers, plus carer and manager requirements. No disabled parking provision. Over spill parking will be on Bertie and Waverley Roads which is already oversubscribed.
- Impact of building on television reception for houses in its shadow.

Five letters of support received on the following grounds:

- Proposal appears pleasant and will not worsen views. The existing building, tree and garage visible from Harger Court are not attractive.
- Potential occupiers hope for a speedy determination of the application.
- Redevelopment of the site for elderly people is a good idea, and will provide help required for residents and company in the shared lounge.

Warwickshire Police: Glazing, doors and lighting should meet relevant standards. All perimeter fencing should be 1.8m high.

Contract Services (Waste Management): Bin store doors should open outwards and the distance from collection point to bins should be less than 10m. 3x1100 litre bins for refuse and 3x1100 litre bins for recycling should be provided.

Neighbourhood Services (Open Space): Request a contribution of £1,320. Only the green amenity space element is requested as the development is for the elderly.

NHS Warwickshire: Request the developer carries out a Health Impact Assessment as the development is greater than 1000sq.m (2200sq.m). Recommend the developer plots a measured mile route near the development and provides outdoor gym equipment within the development. Affordable housing should be provided and local residents should be prioritised for occupation. The building design should be suitable for older people and adaptable. The nearest GP surgery is Castle Medical Centre 250m away with a patient list of 12,136 and a GP to patient ratio of 1:1517. This can accommodate an additional 51 patients. Request a contribution of £85,017 towards the cost of meeting the increased demand for health services associated with this development, based on two years worth of revenue funding for new patients to offset unavoidable lag between need being generated and resources being made available.

WCC Finance: Do not require a libraries contribution.

WCC Planning & Development Group: No observations.

WCC Care: No further comments as the development is Category II and does not offer a care element.

WCC Ecology: Recommend a condition requiring bat/bird boxes and bat and bird notes.

WCC Highways: No objection subject to conditions requiring revised visibility splays, highway drain protection, bound surfacing, closure of existing accesses, turning area and loading space. Below standard visibility splays are considered acceptable on the basis of the speed

survey data submitted by the applicant and in accordance with the Manual for Streets. Parking provision has been increased to reflect the maximum parking standards.

Assessment

Principle of development

The proposed development would be located on the site of the existing dwellings, which includes private residential gardens which is not regarded as previously developed land and therefore the proposal is strictly contrary to Policy UAP1 of the Local Plan. However, only limited weight should be given to Policy UAP1 in light of the NPPF. This states at paragraph 14 that where the development plan policies are out of date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies of the NPPF. There are no policies in the Local Plan relating to the provision of housing for the elderly, and no policy requirement to prove there is a need.

Visual impact on setting and Conservation Area

The application site adjoins the Conservation Area and therefore forms part of its setting. Policy DAP8 of the Local Plan requires development to preserve or enhance the special architectural and historic interest and appearance of Conservation Areas, and to respect their setting. The existing buildings are not considered to make a significant positive contribution to the character of the Conservation Area as they do not have any special architectural or historic value, and the fact that the Conservation Area terminates at this point is reflective of this. It is considered that the design of the building takes into account the character, design and materials of nearby buildings of architectural quality, and that the scale of the proposal would not have an overbearing or dominant impact on the street scene due to its height, scale or design. The building has a similar proximity to the road as no.44, and is no higher than buildings each side of the plot. The facing materials replicate those on the buildings each side of the site, and traditional windows, doors and detailing give the building an appropriate quality of design given the proximity of the Conservation Area. It is considered that sufficient landscaped amenity space would be provided for the occupants, and that the size of the building and its siting on the plot is consistent with the pattern of development nearby. The proposal would enhance the setting of the Conservation Area by replacing lesser architectural quality buildings with better replacements. In summary it is considered that the proposal will improve the character of the street scene, and enhance the Conservation Area in accordance with Policies DAP8 and DAP9.

Impact on neighbouring amenity

The application site adjoins a number of neighbouring properties. The impact on no.44 at the side is considered acceptable as the distance separation between its side windows and the nearest part of the proposed building, which is two storeys, is some 9.4m. The building steps up in height to three storeys at a distance of 12.9m. The windows in this neighbour's property which face the proposal all either serve non-habitable rooms, or are secondary sources of light into habitable rooms which have other larger windows. For this reason it is considered that the proximity of the proposal would have an acceptable impact

on light and outlook for this neighbour. The proposed first floor side facing window on the nearest wall to this neighbour will be obscure glazed and will not therefore impact on their privacy.

The neighbour whose rear elevation faces the site on Harger Court (no.7) has a rear conservatory. The nearest part of the proposed building to this neighbour is two storeys, and is sited 14.8m away from the original rear wall of the property, and 11.8m from their conservatory. The three storey part of the development is 22m away from their conservatory. This would therefore comply with the requirement for two storey buildings to be 12m apart, where one wall is blank. In this case there are windows proposed at ground floor but none at first floor level, so the neighbour would not suffer significant loss of privacy.

The south-western side elevation of the building contains only windows which are obscure glazed, or obscure glazed to a height of 1.7m above floor level, in the case of one kitchen and two bedroom windows. This is considered appropriate in order to provide an acceptable standard of living for the future occupiers, whilst still preserving privacy for the neighbours. The Council's Distance Separation Standards do not provide a standard between fronts or backs and sides of three storeys buildings; the nearest applicable standard 16m for three storey facing two storey buildings. This development would provide 21.8m at the nearest point which is considered acceptable.

The nearest two storey house on the opposite side of the road is sited 25.4m away from the proposed building, where the required distance separation standard for three to two storey buildings (where upper floors contain habitable rooms other than bedrooms) is 32m. The provision is therefore significantly below the required standard, however, it is considered appropriate in this instance due to the character of the street scene. The proposed building is sited no further forward than the adjacent dwelling at no.44, and the character of Waverley Road is generally of large dwelling sited close to their front boundaries. Houses in the road are mainly two storeys and generally set 23m apart across the road, therefore the layout of the proposed development would be consistent with the existing pattern of development in the area. In the case of the proposal however, the building is three storeys, although it is slightly lower than no. 44 which also has windows at three levels and is 21m away from the two storey day centre opposite. It is considered that setting the building further back into the site would result in a form of development that would not be consistent with the street scene, and which would have an adverse impact on the setting of the Conservation Area. The overall height of the building is considered acceptable given the buildings height each side. The Distance Separation Standards state that they are a material consideration, and that site circumstances will continue to be taken into account in the determination of planning applications. It is the officers view that the need to preserve the appearance of the Conservation Area would carry more weight than the application of the standards, given the limited harm that would occur to the houses opposite, and the road in between the buildings. The development is sited to the north of these neighbours so there would be no direct loss of sun light caused.

Subject to conditions requiring obscure glazing as noted above, the privacy of neighbours would be respected. Loss of light is also considered within acceptable standards, and the building would not have an overbearing or oppressive impact on the visual amenity of nearby properties. The development would thereby accord with Policy DP2.

Impact on highway safety

The amended site layout provides 17 parking spaces, including two disabled bays, which complies with the Council's Parking Standards SPD for sheltered housing for the active elderly. This requires one space per two bedrooms. 33 bedrooms are provided in total, therefore the development would comply with Policy DP8. The Highway Authority (HA) have considered the likely traffic levels that would be generated by the proposed use and do not raise objection, therefore there would be no conflict with Policy DP7.

Following an initial objection from the HA, the applicant submitted speed survey data to justify below standard visibility splays from the site exit. The data shows that the required visibility can be achieved and therefore the HA have removed their objection. On this basis there is no justifications for refusal on highway safety grounds, and the development would accord with Policy DP6.

Affordable housing and other contributions

Policy SC11 requires a minimum of 40% affordable housing to be provided, and does accept contributions in lieu of on site provision in exceptional circumstances. The service charges associated with this type of development render on site provision unviable for RSLs therefore off site contributions have been considered appropriate in other cases. The Council's Housing Strategy team have accepted the principle of an off-site contribution for providing affordable housing, and calculate the required contribution to be £1,248,500.

Policy SC13 requires contributions from residential developments to improve public open space where no provision is made on site. A contribution of £1,320 is based on the number of people occupying the development. The Open Space SPD (Appendix D) states that contributions for amenity open space will be the Council's main focus for housing schemes that are particularly to meet the needs of the elderly. It would therefore be necessary to condition the age of residents since this lower contribution is based on the fact that the housing will meet the needs of the elderly.

Policy SC14 requires contributions towards community facilities from new developments. The NHS have requested a contribution of £85,017 (£1,667 per person) towards the cost of meeting the increased demand for health services associated with this development. This is based on the cost of providing health care for the occupiers for the next two years to offset the lag between the generation of need for health care and the provision of resources via public funding.

The applicant submitted a viability assessment with their application setting out the estimated construction and other costs of the development, against the predicted revenue. This stated that a sum of £69,734 could be made available for any required financial contributions, and the Council commissioned Davis Langdon to independently appraise this viability assessment. Davis Langdon advised that the construction costs were at the higher end of benchmark data, and that they and the developer's profit should be reduced to reflect current market conditions, generating a surplus of £532,070 which would be available for financial contributions. The applicant responded on these points, making reference to similar schemes allowed at appeal where similar levels of profit and

fees were allowed, and justified the increased construction costs due to the proximity of the site to the Conservation Area and the consequently more costly design. The developer has revised their offer to £82,000 ,which considering the margins of viability of the scheme seems reasonable. Officers are having on going discussions about viability and will report any further results to Members prior to the Committee. It is not considered that the requested NHS revenue contribution is reasonable given the tests required for CIL compliance, therefore the contribution being offered would be used to provide the open space contribution, with the remaining £80,680 being used for affordable housing. On this basis it is considered that the proposal would comply with Local Plan Policies SC11, SC13 and SC14.

Other matters

Calculations for providing a 10% energy saving based on installation of air source heat pumps have been provided, showing a 11% saving. No details of the specification or siting of the units have been provided however, so a condition is still required for these details. This would comply with the requirements of the SPD and Policies DP12 and DP13. The applicants state in their design and access statement that they are designing their buildings in accordance with Secured By Design principles. There is no policy in the Local Plan to justify the requirement for a Health Impact Assessment as requested by the NHS, so this will not be required. Severn Trent Water have advised that ground conditions are understood to be unsuitable for soakaways, and that the proposed rate of discharge into the public sewer is acceptable. The proposed hard surfacing is to be block paved and a drainage report has been submitted which sets out the intention to implement sustainable disposal of surface water. This can be required via condition which would be in accordance with Policy DP11, therefore this would not be a reason for refusal. A bat survey has been carried out to the satisfaction of the County Ecology service, and subject to their recommended conditions, the impact on this protected species can be satisfactorily mitigated.

SUMMARY/CONCLUSION

In the opinion of the Local Planning Authority, the development respects surrounding buildings in terms of scale, height, form and massing, and would not cause unacceptable harm to the architectural and historic character of the adjacent Conservation Area. Furthermore, the proposal would not adversely affect the amenity of nearby residents, and is considered to be acceptable in terms of highway safety, car parking and impact on trees/ecology. It is also considered that adequate provision has been made for affordable housing and open space. The proposal is therefore considered to comply with the policies listed.

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 application form, site location plan and approved drawing(s) (1859/1/02 Rev.C submitted on 2

January 2013. 1859/1/05 Rev.A, 1859/1/06 submitted on 13 December 2012. 1859/1/03, 1859/1/04, 7895/02 submitted on 5 November 2012), and specification contained therein. **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 access to the site for vehicles shall not be used in connection with the development until it has 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 Local Planning Authority in consultation with the Highway Authority. **REASON:** In the interests of highway safety in accordance with Policy DP6 of the Warwick District Local Plan 1996-2011.
- 4 No part of the development hereby permitted shall be commenced until a scheme for the provision of suitable bat boxes and bird boxes (the latter being suitable for use by house sparrow, starling or swift), to be erected on trees/buildings within the site as appropriate, 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:** In accordance with National Planning Policy Framework, ODPM Circular 06/2005 and Policy DP3 of the Warwick District Local Plan 1996-2011.
- 5 The development hereby permitted shall not be commenced unless and until a scheme showing how 10% of the predicted energy requirement of this development will be produced on or near to the site, from renewable energy resources, has been submitted to and approved in writing by the District Planning Authority. The development shall not be first occupied until all the works within this scheme have been completed and thereafter the works shall be retained at all times and shall be maintained strictly in accordance with manufacturers specifications. Microgeneration equipment no longer needed for microgeneration shall be removed as soon as reasonably practicable. **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.
- 6 No development or other operations (including demolition, site clearance or other preparatory works) shall commence unless the tree protection measures identified in the approved application documentation have been put into place in full accordance with the approved details and thereafter shall remain in place during any such construction work unless otherwise agreed in writing by the local planning authority. In addition no excavations, site works, trenches or channels shall be cut or pipes or services laid, no fires shall be lit within

10 metres of the nearest point of the canopy of any protected tree(s); no equipment, machinery or structure shall be attached to or supported by a protected tree(s); no mixing of cement or use of other contaminating materials or substances shall take place within, or close enough to, a root protection area that seepage or displacement could cause them to enter a root protection area or any other works carried out in such a way as to cause damage or injury to the tree(s) by interference with their root structure and that no soil or waste shall be deposited on the land in such a position as to be likely to cause damage or injury to the tree(s). **REASON:** In order to protect and preserve existing trees within the site which are of amenity value in accordance with Policy DP3 of the Warwick District Local Plan 1996-2011.

- 7 No development shall be carried out on the site which is the subject of this permission, until large scale details of doors, windows (including a section showing the window reveal, heads and cill details), eaves, verges and rainwater goods at a scale of 1:5 have been submitted to and approved by the District Planning Authority. The development shall not be carried out otherwise than in full accordance with such approved details. **REASON :** To ensure an appropriate standard of design and appearance adjacent to the Conservation Area, and to satisfy Policy DAP8 of the Warwick District Local Plan 1996-2011.
- 8 The residential accommodation hereby permitted (with the exception of any warden's accommodation) shall only be occupied by: (1) persons aged 55 years of age and older; (2) persons living as part of a single household with such a person or persons; (3) persons who were living as part of a single household with such a person or persons who have since died. **REASON:** Insufficient off-street car parking provision is made to meet the local planning authority's normal parking requirements and permission has only been forthcoming in this instance on the basis that the accommodation will be occupied by elderly persons who are less likely to possess a motor car in accordance with Policy DP8 of the Warwick District Local Plan 1996-2011.
- 9 The access to the site shall not be constructed in such a manner as to reduce the effective capacity of any drain within the limits of the public highway. **REASON:** In the interests of highway safety in accordance with Policy DP6 of the Warwick District Local Plan 1996-2011.
- 10 The access to the site for vehicles 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 Policy DP6 of the Warwick District Local Plan 1996-2011.
- 11 The development shall not be occupied until all parts of the existing accesses within the public highway not included in the permitted means of access have 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 Policy DP6 of the Warwick District Local Plan 1996-2011.

- 12 The development shall not be occupied until visibility splays have been provided to the vehicular access to the site with an 'x' distance of 2.4 metres and 'y' distances of 38.0 metres in an easterly direction to the centre-line of the carriageway and 37.0 metres in a westerly direction to the near edge of the public highway carriageway. No structure, tree or shrub shall be erected, planted or retained within the splays exceeding, or likely to exceed at maturity, a height of 0.6 metres above the level of the public highway carriageway. **REASON:** In the interests of highway safety in accordance with Policy DP6 of the Warwick District Local Plan 1996-2011.
- 13 The development shall not be occupied until visibility splays have been provided to the vehicular access to the site with an 'x' distance of 2.0 metres and 'y' distances of 2.4 metres as measured from the rear edge of the public highway footway. No structure, tree or shrub shall be erected, planted or retained within the splays exceeding, or likely to exceed at maturity, a height of 0.6 metres above the level of the public highway footway. **REASON:** In the interests of highway safety in accordance with Policy DP6 of the Warwick District Local Plan 1996-2011.
- 14 The development shall not be occupied until a turning area has been provided within the site so as to enable all vehicles leave and re-enter the public highway in a forward gear. **REASON:** In the interests of highway safety in accordance with Policy DP6 of the Warwick District Local Plan 1996-2011.
- 15 None of the dwellings hereby permitted shall be occupied until the communal car parking spaces and manoeuvring areas to be provided have been completed and marked out in accordance with the approved drawing(s) number 1859/1/02 Rev.B and made available for use by the occupants and / or visitors to the dwelling(s) and thereafter those spaces shall be retained for parking purposes. **REASON:** To ensure adequate parking provision and turning facilities within the development in the interests of the amenities of the locality and highway safety in accordance with Policies DP1, DP2 & DP8 of the Warwick District Local Plan 1996-2011.
- 16 The development (including any works of demolition) shall proceed only in strict accordance with a construction method statement which has been submitted to and approved in writing by the local planning authority. The approved statement shall be strictly adhered to throughout the construction period and 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, unless otherwise agreed in writing by the local planning authority. **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 DP2, DP6, DP8 & DP9 of the Warwick District Local Plan 1996-2011.

- 17 The development hereby permitted shall only be undertaken in strict accordance with details of both hard and soft landscaping works which have 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 to direct run-off 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 similar size and species, unless the local planning authority gives written consent to any variation. 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 DP1, DP2 and DP3 of the Warwick District Local Plan 1996-2011.
- 18 The development hereby permitted shall only be undertaken in strict accordance with foul and surface water drainage details, incorporating a Sustainable Drainage System (SUDS) and responding to the hydrological conditions (soil permeability, watercourses etc) within the application site, including a long term management and maintenance plan, which have been submitted to and approved in writing by the local planning authority. The approved systems shall thereafter be retained and shall be managed and maintained in strict accordance with the approved details unless alternative drainage methods have been approved in writing by the local planning authority. **REASON:** To ensure that a satisfactory means of drainage is provided such as

to minimise flooding and which Promotes and maintains the good stewardship of the natural and built environment in accordance with Policies DP11 & DP3 of the Warwick District Local Plan 1996-2011.

- 19 The windows hereby permitted shown on the approved floor plan 1859/1/02 Rev.B indicated as obscure or half obscure shall only be glazed or re-glazed with obscure glass and any opening part of any window shall be at least 1.7m above the floor of any room in which the window is installed, in accordance with the detail shown on approved drawing 1859/1/06. **REASON:** In the interests of the amenities of the occupiers of nearby properties in accordance with Policies DP1 & DP2 of the Warwick District Local Plan 1996-2011.
