

Planning Committee: 03 May 2005

Principal Item Number: 18

Application No: W 04 / 2158

Registration Date: 03/12/2004

Town/Parish Council: Warwick

Expiry Date: 28/01/2005

Case Officer: Martin Haslett

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**Warwick Working Mens Club And Institute Ltd, Saltisford, North Rock,
Warwick, CV34 4TT**

Residential development comprising 2.5 to 4 storey apartments including
infrastructure works and road works FOR George Wimpey (West Midlands)

SUMMARY OF REPRESENTATIONS

Town Council: The Town Council considers that the proposal represents an overdevelopment of the site, with an unacceptable density giving no adequate open space, and very restricted off street parking, given that it is likely, based on existing developments, that many of these units will be occupied by persons with two cars per unit, and almost no visitor parking. There is also concern that almost all windfall sites have a great preponderance of flats rather than houses.

Network Rail: no objection, subject to standard conditions.

EHO(Waste management) no objection, subject to the provision of refuse storage.

EHO(Contaminated land): no objection, subject to condition on land remediation.

EHO(Noise) no objection.

Environment Agency: no objection, subject to conditions on contaminated land, foul drainage works

WCC(Structure Plan): no objection, but contributions will be required to meet the cost of County services. This issue has been the subject of long negotiation between the County Council and the applicants' consultants and the following contributions have now been agreed:

-education: £46,784;

-public transport: £70 per apartment for a welcome pack;

-libraries: £3,850.

WCC(Archaeology): no objection.

Warwick Society: object on grounds of excessive density, lack of recreational open space, poor living environment for future residents, due to poor outlook over railway, little possibility of sunlight, railway and traffic noise. With structure plan requirements now met it is not necessary to build such unsatisfactory accommodation.

WDC Housing: an affordable housing allocation of 40% has been agreed with the applicant.

RELEVANT POLICIES

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

The 45 Degree Guideline (Supplementary Planning Guidance)

Distance Separation (Supplementary Planning Guidance)

SC9 - Affordable Housing (Warwick District Local Plan 1996 - 2011 First Deposit Version)

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

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

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

UAP1 - Directing New Housing (Warwick District Local Plan 1996 - 2011 First Deposit Version)

Saltisford Warwick Planning Brief, February 2001. The Brief anticipated employment uses for this land.

PLANNING HISTORY

The site has for many years been used as a working men's club and there is a considerable history of applications relating to that use. An outline application for residential development was made in 2003, but was withdrawn.

Land adjoining the current site, to the rear of the former gasworks building, is the subject of a current planning application, W02/1912. A scheme for 106 flats for George Wimpey was considered by the Planning Committee on 31 March 2004, when permission was granted, subject to a legal agreement to cover affordable housing, and sustainable transport welcome packs. This agreement is still in process of completion. A condition of the draft permission requires the upgrading of the existing traffic-light controlled junction at Ansell Way/Birmingham Road.

KEY ISSUES

The Council has a landlord interest in this land

The Site and its Location

The site of the former club lies at the extreme end of Ansell Way and borders the Warwick to Snow Hill railway line to the north, which is on an embankment. To the east there is a short frontage with Cape Road, which is at a higher level and to the south the site is contiguous with the planning application site for the residential development agreed by Committee. To the west there is a footpath under the railway line leading to Saltisford Common.

At present the site is derelict, it is reasonably flat and has no trees of significance, although there are some small specimens on the boundaries. It has an area of 0.41 hectares. It has an area of 0.41 hectares.

Details of the Development

It is proposed to construct blocks of flats in a similar style to those previously agreed on the adjoining site. These would total 51 flats in 3 and 4 storey blocks, with access taken from Ansell Way and parking for 51 provided within the site. Remaining areas, particularly adjoining Cape Road would be landscaped.

The design of the buildings would follow that of those previously agreed with a curved feature on the frontage to Ansell Way to match those previously shown.

Assessment

The issues which need to be considered are the principle of the proposals, the design and layout of the dwellings and whether they would provide a reasonable living environment for the future residents.

The brief for the wider area of Saltisford, prepared in 2001, anticipated that this area should be developed for employment purposes to meet the need identified in the Structure Plan for smaller employment sites. This was part of an overall approach to secure the co-ordinated development of the Saltisford area, including the whole of the former Council depot site together with adjacent parcels of land. One of these parcels is the land occupied by the listed Master's House (The Leper Hospital).

Since the production of the brief, this proposal to develop the adjoining land has come forward as part of a package to revise the original approach to development of this area. That package included residential development on the adjoining site and allows the potential for some additional employment development at the rear of the Master's House which in turn would link with the repair and refurbishment of the listed buildings. This would result in a significant enhancement to this part of Warwick. The current proposal would be a continuation of the previously agreed housing use and as such is, in my opinion, acceptable.

The remaining issues relate to the design and layout of the flats and the residential environment so created. The Warwick Society is concerned about these issues and it is recognised that the density is high. Nevertheless, the proposals are not dissimilar in design or density to those already agreed and are, in my opinion, acceptable in terms of design and density. The position of the flats rather closer to the railway line could, potentially, pose problems of railway noise and this issue has been investigated by Environmental Health. Having examined reports provided by the applicants' agent, they consider the situation to be satisfactory. In these circumstances, objection on grounds of railway noise could not reasonably be raised.

REASON FOR RECOMMENDATION

The proposal is considered to comply with the policies listed above, except for the Saltisford Warwick Planning Brief, where it is considered that it is expedient to depart from the advice given there in view of the previous decisions made and for the better planning of the wider area.

RECOMMENDATION

GRANT subject 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 5464-09, -10, -11, -12, -13, -14, -15, -16, -17, -18, -19, -20, -21, and specification contained therein, submitted on 3 December 2004, 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 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 protect the amenities of the area, in accordance with the requirements of policy ENV 3 of the Warwick District Local Plan 1995.
- 4 No development shall be carried out on the site which is the subject of this permission, until details of the bin/cycle stores and of the metal railings 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 that the visual amenities of the area are protected and to satisfy the requirements of policy ENV3 of the Warwick District Local Plan, 1995.
- 5 Samples of all external facing 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.
- 6 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.
- 7 The proposed car parking area for the development hereby permitted shall be constructed, surfaced, laid out and available for use prior to the first occupation of the development hereby permitted, in full accordance with the approved plan. **REASON** : To ensure that adequate parking facilities are available, in accordance with the requirements of Policy ENV3 of the

Warwick District Local Plan.

- 8 Before any work in connection with the development hereby permitted is commenced on site, detailed plans and specifications of screenwalls/fences shall be submitted to and approved in writing by the District Planning Authority. The approved screenwalls/fences shall be constructed in the positions shown on the said plan before the buildings hereby permitted are occupied and shall thereafter be maintained in those positions unless otherwise agreed in writing by 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.
- 9 The accesses to the site shall be constructed as dropped footway crossings, thereby indicating the private nature of the accesses and the priority for users of the highway, including footways. **REASON**: In the interests of highway safety, in accordance with the requirements of Policy ENV3 of the Warwick District Local Plan and to promote sustainable transport modes.
- 10 No dwelling on the site which is the subject of this permission shall be first occupied until the existing traffic signal-controlled junction of Ansell Way and Saltisford has been upgraded to accommodate an all-round pedestrian phase in accordance with a scheme (based upon the proposals in the submitted Supplementary Transport Assessment Report dated 16 February 2004, submitted in connection with planning application W02/1912) approved in writing by the District Planning Authority . The development shall not be carried out otherwise than in full accordance with such approved details. **REASON** : In the interests of highway safety, in accordance with the requirements of Policy ENV3 of the Warwick District Local Plan and to promote sustainable modes of transport.
- 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 development shall be carried out on the site which is the subject of this permission, until details of existing and proposed ground levels of the development, including the finished floor levels of the buildings and sections through the site between Plots 1-3 and 49-51 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 protect the character of the area and the amenities of adjoining occupiers in accordance with the requirements of Policy ENV3 of the Warwick District Local Plan.
- 13 Details of the means of disposal of storm water and foul sewage from the

development shall be submitted to and approved by the District Planning Authority before the development hereby permitted is commenced and the development shall not be carried out other than in strict accordance with such approved details. **REASON** : To ensure satisfactory provision is made for the disposal of storm water and foul sewage.

- 14 No development approved by this permission shall be commenced until a risk assessment has been undertaken and a method statement produced detailing the land contamination remediation requirements, (including measures to minimise the impact on ground and surface waters) and they have been submitted in writing to the local planning authority for approval. All development shall be carried out in accordance with the approved Method Statement. **REASON** : To ensure that the proposed site investigation and remediation will not cause pollution of controlled waters.
- 15 Upon completion of the land contamination remediation, a report shall be Post remediation sampling and monitoring results shall be included in the report to demonstrate that the required remediation has been fully met. Future monitoring proposals and reporting shall also be detailed. **REASON:** To protect controlled waters by ensuring that the remediation site has been reclaimed to an appropriate standard.
- 16 If during development, contamination not previously identified, is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted, and obtained written approval from the local planning authority for, an addendum to the Method Statement. This addendum to the Method Statement must detail how this unsuspected contamination shall be dealt with. **REASON:** To protect controlled waters by ensuring that the remediation site has been reclaimed to an appropriate standard.
- 17 Any temporary on-site facilities for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The volume of the banded compound shall be at least equivalent to the capacity of the tank plus 10%. If there is multiple tankage, the compound shall be at least equivalent to the capacity of the largest tank, vessel or the combined capacity of the interconnected tanks or vessels plus 10%. All filling points, associated pipework, vents gauges and sight glasses shall be located within the bund or have separate secondary containment. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipework shall be located above ground and protected from accidental damage. All filling points and tank/ vessels overflow pipe outlets shall be detailed to discharge downwards into the bund. **REASON:** To prevent pollution of the water environment.