WARD: St George Central

CONTACT OFFICER: Emmeline Reynish

SITE ADDRESS: Advertising Corner Of Air Balloon Road Hillside Road Bristol BS5 8LB

APPLICATION NO: 18/06663/F

DETERMINATION DEADLINE: 4 September 2019

Erection of part two and part three-storey building containing 6no. flats, with associated landscaping.

RECOMMENDATION: Grant subject to Condition(s)

AGENT: Stokes Morgan Planning Ltd
Kestrel Court
1 Harbour Road
Portishead
Bristol
BS20 7AN

APPLICANT: Moosehead Ltd
C/o Agent

The following plan is for illustrative purposes only, and cannot be guaranteed to be up to date.
SUMMARY

This application relates to the site known as ‘Advertising Corner of Air Balloon Road’ situated in the ward of St George Central, east Bristol.

The existing site is a triangular shape plot situated at the corner of Air Balloon Road and Hillside Road. Until recently, the site was occupied by 3 no. large advertising boards and overgrown scrub. The site has now been cleared and lies vacant.

The application seeks full planning permission for the erection of 6 no. new flats arranged over three floors with associated cycle parking, waste and recycling storage and soft landscaping.

During the initial consultation period, 5 no. public comments were received, 4 of which were made in objection to the proposed development. Comments primarily related to concerns over parking and highway safety and the design of the proposed building. In light of this, consultation has been carried out with Bristol City Council Transport Development Management and the City Design Group.

Consultation with Transport Development Management and the City Design Group has resulted in the submission of further information and revised plans with regards to transport and access. After reviewing this information, Transport Development Management and City Design Group are both satisfied to recommend approval of the application.

Neighbours were re-consulted on the revised plans and 9 no. comments were received all of which were made in objection to the proposed development. Comments were primarily made in relation to parking and visibility.

The application has been referred by Development Control Committee by Councillor Beech over concerns regarding the Parking Survey as submitted.

The Parking Survey has been reviewed by Transport Development Management officers who are satisfied with the level of information that has been submitted. TDM has concluded that there would be sufficient on-street parking in the area to accommodate the proposed development.

No off-street vehicular parking has been proposed as part of the development and future occupiers would be reliant on on-street parking spaces. Cycle parking has been incorporated into the proposed scheme as well as proposed off-site highway enhancement measures to ensure that the development would not compromise highway safety. Following Transport Development Management’s recommendation to approve the application, Officers are satisfied that the proposed transport and access arrangements would be acceptable.

The application would contribute six dwellings to Bristol City Council’s housing targets. The proposed development would be situated in an established residential area in what is considered to be a sustainable location. It is therefore considered that the principle of residential development can be supported at this site. The proposed building would be part three storey and part two storeys and has been designed to
respond to the topography of the site, and to be in keeping with existing residential development in the area.

The application for full planning permission is recommended for approval subject to the conditions outlined within this Report.

SITE DESCRIPTION

This application relates to the site known as ‘Advertising Corner of Air Balloon Road’ situated in St George, east Bristol.

The site is a largely triangular shaped plot situated at the junction of Air Balloon Road and Hillside Road. The site currently comprises advertising hoarding and scrub vegetation.

The surrounding area is predominantly residential comprising dwellings of varying age and appearance, including Victorian terrace dwellings along Air Balloon Road to the east of the site and more modern flat development such as John Willis House opposite the application site.

There are also a number of community uses within the vicinity of the site including Summerhill Methodist Church, St George’s Care Home and Air Balloon Hill Primary School.

The site is not allocated within the development plan for any particular use. It is situated within a High Risk Coal Mining Area.

RELEVANT PLANNING HISTORY

18/02287/F - Erection of three-storey building containing 3 x 2 bed flats and 5 x 1 bed flats, with associated landscaping.
WITHDRAWN 02.07.2018

APPLICATION

This application follows a previously withdrawn application to redevelop the existing site by removing the advertising hoarding and creating residential development. Under this application it is proposed to erect a part two storey, part three storey building containing 6 no. flats which would be arranged as follows:-

Ground Floor –

2 no. 2 bedrooms flats;
Communal cycle storage.

First Floor –

2 no. 2 bedroom flats;
Communal refuse and recycling store (accessed from street level due to level changes).
Second Floor –

1 no. 2 bedroom flat
1 no. 1 bedroom flat.

The building would have a stepped roof design to accommodate the change in the topography of the site. Materials proposed include stone effect blockwork and through colour render on the primary elevations with features such as Bath stone cills. It would have grey tiled roof and it is proposed to rebuild the existing stone boundary wall around the site.

The proposed flats would be accessed from a main entrance at the Air Balloon Road elevation. No car parking is proposed as part of the proposed development.

It is proposed to include limited soft landscaping at the side elevation of the proposed building at the front elevation (facing Air Balloon Road) and the side elevation (the corner facing the Air Balloon Road/Hillside Road junction).

Compared to plans submitted as part of the previously withdrawn application (18/02287/F), the overall level of development has been reduced from eight flats to the six now proposed.

RESPONSE TO PUBLICITY AND COMMENTS

The original consultation period on this application was launched on 15th January 2019 to 23 surrounding addresses.

In response to original plans submitted as part of this application, 5 no. comments were received, 4 no. of which were in objection to the proposed development and 1 no. of which was neither in support nor objection.

The following planning concerns were raised:-

- Support for the removal of advertising hoarding;
- No objection to the principle of residential development;
- Concerns related to increased parking pressure;
- Concerns related to highway safety of pedestrians on Hillside Road;
- Concerns related to the height of the proposed development and visibility of motorists and pedestrians entering/exiting Hillside Road;
- Lack of accuracy of parking survey due to timing;
- Six flats would be overdevelopment of the site;
- Inadequate public consultation.

The above comments will be addressed in the Key Issues section of this report.

In response to comments made by neighbours and BCC officers, revised plans were received during the determination of this application. Consultation was launched on the revised plans on the 4th June 2019 for 21 days to a wider circulation of
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neighbours (58 neighbouring addresses) and a Site Notice was also erected in order to rectify this issue.

In response to revised plans submitted, 9 no. comments were received all of which were in objection to the proposed development. The following planning concerns were raised:

- Lack of parking provision;
- Lack of a pedestrian route along Hillside Road;
- Three storey scale and massing will impede motorist visibility at Hillside Road junction;
- Site was cleared inconsiderately;
- Concerns related to the accuracy of parking survey;
- Three storey scale and massing not in keeping with neighbouring properties;
- Overlooking to John Willis House.

The above comments will be discussed further in the Key Issues section of this report.

COMMENTS FROM WARD MEMBERS

Councillor Nicola Beech: - Objection.

The application has been referred to committee by Councillor Nicola Beech who wished the application to be determined by committee if the officer recommendation was for approval. Councillor Beech’s reason is as follows:

“Concerns about the legitimacy of the parking survey in particular timing as did not consider the +65 members of staff who drive to work at Air Balloon Primary each day. There seems little evidence of how this development will enforce a car free development as it is open market accommodation.”

The reason for referral is addressed within Key Issue E.

RESPONSE FROM INTERNAL CONSULTEES

City Design Group: - No objection

Bristol City Council’s City Design Group (CDG) has raised no objection to this application. During the determination period, CDG suggested minor design changes such as extending the proposed bay window at the Air Balloon Road elevation. These proposed design enhancements have been considered by the applicant and incorporated into the revised plans.

This issue is addressed further in Key Issue B.

Transport Development Management: - No objection

In response to original plans submitted as part of this application, TDM objected to the proposed development on the grounds that the lack of off-street parking may
cause issues in relation to on-street parking and highway safety. Insufficient information had initially been submitted by the applicant as part of the original application to address these concerns.

In response to this, the applicant has submitted a revised parking survey to be in line with TDM guidance and submitted further information in relation to the cycle storage, waste and recycling storage and accident data in this area. The applicant has also agreed a Unilateral Undertaking with Bristol City Council to extend the double yellow lines on Hillside Road along the rear site boundary to prevent unsafe parking and submitted a revised Site Plan showing this change.

In light of the revised plans and further information received, TDM has withdrawn their objection to the proposed development and is recommending approval of the application subject to conditions.

This comment is addressed further in Key Issue E.

**Contaminated Land: - No objection.**

Bristol City Council’s Land Contamination Department commented as follows:

“The proposed development is sensitive to contamination and is situated on or adjacent to land which has been subject to land uses which could be a potential source of contamination. Coal mining legacy issues are also common in this area. Whilst this is a minor application a risk assessment is required because of the potential risks identified. A minimum of a phase 1 desk study looking into contamination must be submitted to the local planning authority and where deemed necessary (or instead of) a phase 2 intrusive investigation shall take place.’

This comment is addressed through pre-commencement conditions.

**RESPONSE FROM EXTERNAL CONSULTEES**

The Coal Authority: - No objection

The Coal Authority has commented as follows:-

“The application site falls within the defined Development High Risk Area; therefore within the site and surrounding area there are coal mining features and hazards which need to be considered in relation to the determination of this planning application, specifically probable historic unrecorded coal mining at shallow depth.

We note that the current application represents a revised scheme of residential development to that previously considered by the LPA under planning application 18/02287/F, although it would appear that the previous application was withdrawn prior to determination. We also note that the current planning application is accompanied by the same Coal Mining Risk Assessment Report (13 April 2018, prepared by Bristol Coalmining Archives Ltd) which supported the previous proposal.
In light of the above, the Coal Authority wishes to raise no objection to this planning application.

**RELEVANT POLICIES**

National Planning Policy Framework – February 2019
Bristol Local Plan
Comprising Core Strategy (Adopted June 2011), Site Allocation and Development Management Policies (Adopted July 2014) and (as appropriate) the Bristol Central Area Plan (Adopted March 2015) and (as appropriate) the Old Market Quarter Neighbourhood Development Plan 2015 and Lawrence Weston Neighbourhood Development Plan 2017.

In determining this application, the Local Planning Authority has had regard to all relevant policies of the Bristol Local Plan and relevant guidance.

**KEY ISSUES**

**A. IS THE PROPOSED DEVELOPMENT ACCEPTABLE IN PRINCIPLE?**

Policy BCS5 sets out that the Core Strategy aims to deliver new homes within Bristol’s existing built up areas. Between 2006 and 2026, 30,600 new homes will be provided in Bristol.

Policy BCS20 states that development should maximise opportunities to re-use previously developed land.

The site is not allocated in the development plan for any particular use. The proposed development would contribute six new dwellings to Bristol City Council housing targets as set out by policy BCS5.

It is considered that the proposed development would represent a more efficient use of previously developed land which currently lies vacant. The site would be situated within an established residential area and Officers consider higher density residential development to be appropriate in this location.

The proposed dwellings would be situated in a highly sustainable location within walking distance of community uses including; Stibbs Hill Allotments to the east, Air Balloon Health Centre and Air Balloon Hill Primary School, situated to the north. It is also situated within walking distance (400 metres) of amenities on Bell Hill Road, also north of the site. The site is well served by three main bus routes providing links to the City Centre with bus stops in close proximity to the proposed development site.

The principle of residential development in this area is considered to be supported by both national and local planning policy. The proposed development would contribute to the delivery of six new homes in Bristol in line with policy BCS5 and is on previously development land in accordance with BCS20.
B. IS THE DESIGN OF THE PROPOSED DEVELOPMENT ACCEPTABLE?

Policy BCS21 of the Bristol Core Strategy sets out a priority for a high standard of urban design. Policies DM26-29 of the Site Allocations and Development Management Policies contains further guidelines on design, stating that development should make a contribution to the character of an area through its layout, form, public realm and building design.

The proposed development seeks permission for the erection of a part two storey, part three storey apartment building fronting Air Balloon Road.

The eastern elevation of the proposed building has been designed to reflect the height of the existing building at 17 Air Balloon Road. It would be two storeys in height with a pitched roof and small flat roof dormers, one at the front and one at the rear elevation. As the land ascends in height so-to does the proposed building with a three storey scale and massing proposed at the western side of the building with a mansard style roof.

Compared to the previously submitted application (reference: 18/02287/F), the overall scale of development has been reduced in this case from the originally proposed 8 no. flat to 6 no. flats arranged in one building. The overall height of the proposed developed has been reduced and the articulation of the building has been altered.

The City Design Group (CDG) has been consulted on the proposed plans and has raised no objection.

CDG has commented that the scale and massing would be appropriate and that they would support the use of the materials proposed which include stone effect blockwork, bath stone and smooth colour render. The CDG did comment on original plans submitted that the applicant could consider minor design revisions in order to enhance the overall appearance of the building such as extending the bay windows at the ground floor east elevations. These changes have been incorporated into the revised plans received by the applicant to the satisfaction of the CDG.

It is considered by Officers that the proposed development would be acceptable in terms of scale and massing. By limiting the height of the building at the eastern elevation to be in keeping with neighbouring development, the proposed building would respect the established building line of Air Balloon Road whilst also being mindful of the site’s topography. It is considered to correspond with the requirements of Policy BCS21 and Policy DM27 in terms of scale and massing.

The area surrounding the site does not display a clear sense of uniformity or consistency in terms of its built form. The site itself has been designed sensitively in terms of its form to respond to the unusual triangular shape of the plot. It is therefore considered by Officers that the proposed development accords with Policy DM26 in terms of its relationship to the built form of the area.

The design of the proposed development has considered the character and style of the area which is displayed by the proposed use of materials such as natural stone.
and render as well as the proposed architectural features such as the bay windows. It is considered that the proposed development would be appropriately in keeping with the character of the area in line with Policies BCS21 and DM27 and DM29.

In light of the above assessment undertaken by the Case Officer and the City Design Group, the proposed development is considered to be acceptable in terms of design in line with policies BCS21 and DM26-29 (inclusive).

C. WOULD THE PROPOSAL HARM THE RESIDENTIAL AMENITY OF NEIGHBOURING OCCUPIERS?

Policy BCS21 states that new development should safeguard the amenity of existing development.

Policy DM29 states that new development should ensure that existing and proposed development achieves appropriate levels of privacy, outlook and daylight.

The proposed development in this case would create 6 no. new flats adjacent to existing development on Air Balloon Road.

Due to the site’s corner plot location, Officers consider that the only dwellings which could potentially impacted by any proposed development are the nearest neighbouring semi-detached dwellings at 17 and 17A Air Balloon Road situated at the eastern boundary of the site.

The proposed building would respect the height and form of the existing nearest neighbouring occupier at 17 Air Balloon Road. There are no windows in the side elevation of 17 Air Balloon Road and the rear elevation of the proposed building would not extend beyond the rear elevation of the neighbouring semi-detached properties. As such there is considered to be no risk of overshadowing or overbearing these neighbouring dwellings.

There are no windows proposed on the eastern elevation of the proposed building and as such it is considered that there would be no risk of overlooking.

In summary, the impact on residential amenity is considered to be acceptable in terms of its impact on residential amenity in line with policies BCS21 and DM29.

D. WOULD THE PROPOSED DWELLING CREATE AN ACCEPTABLE STANDARD OF AMENITY FOR FUTURE OCCUPIERS?

Bristol Core Strategy Policy BCS18 makes specific reference to residential developments providing sufficient space for everyday activities and states that space should be flexible and adaptable, by meeting appropriate space standards.

Policy BCS21 sets out that new development should create a high quality living environment for future occupiers and should create buildings and spaces that are adaptable to changing social, technological, economic and environmental conditions.
The proposed dwellings meet the minimum internal habitable floor areas required by the National Described space standard and therefore are considered to be acceptable in line with Policy BCS18. The siting, layout and proposed fenestration on the building is sufficient to satisfy the Case Officer that the proposed dwellings would have adequate outlook and access to natural sunlight/daylight to create a high quality living environment.

The proposed dwellings would not have private external amenity space however in consideration of the type of accommodation proposed and the easy access to amenities in the surrounding area (including for example allotments) Officers have considered this to be acceptable.

In summary, it is considered that the proposed development would create an acceptable standard of amenity for future occupiers in line with policies BCS18 and BCS21.

E. WOULD THE PROPOSED DEVELOPMENT SATISFACTORIZLY ADDRESS TRANSPORT AND MOVEMENT ISSUES?

Policy BCS10 states that developments should be designed and located to ensure the provision of safe streets. Development should create places and streets where traffic and other activities are integrated and where buildings, spaces and the needs of people shape the area.

Policy DM23 states that parking must be safe, secure, accessible and usable.

Appendix 2 of the Site Allocations and Development Management Policies Document (SADMP) sets out both the minimum cycle parking requirements for new development in Bristol, and the maximum car parking provision.

Policy DM32 states that all new residential development must provide sufficient space for the storage of individual recycling and refuse containers to reflect the current collection regime or communal recycling facilities and refuse bins of sufficient capacity to serve the proposed development as a whole (this could include whole street solutions).

There is no off-street car parking proposed as part of the development and future occupiers would be required to use existing on-street parking spaces.

A communal cycle storage area is proposed with space for parking 11 cycles utilising Sheffield stands. There would be a communal refuse and recycling store at first floor level with direct access on to the highway for collection.

Bristol City Council’s Transport Development Management (TDM) department has been consulted on this application and is satisfied to recommend approval of the application on the basis of additional information which has been received by the applicant during the determination period of this application.

For clarity, each issue in relation to transport and access has been addressed in turn below:-
Highway Safety

TDM has raised no objection in relation to the visibility of motorists emerging from Hillside Road on to Air Balloon Road and vice versa. TDM is satisfied that there would be adequate visibility for motorists with the proposed development in situ, primarily owing to the set back of the building from the corner. Soft landscaping is proposed at western site boundary; a condition would be placed on any grant of consent requiring the submission of a soft landscaping plan prior to occupation of the building. This would ensure that any proposed planting would be suitably low-growing so as not to impact motorist and pedestrian visibility at this junction in the future.

During the determination period on this application, TDM requested that the applicant submit further information in relation to highway safety at this location. In response to this the applicant has submitted further details in relation to accident data at the site. This additional information has demonstrated that there has been no pattern of accidents that necessitate any changes to the existing conditions around the site in terms of pedestrian access/movement. In light of this TDM has concluded that the proposed development would not be detrimental to pedestrian highway safety.

In order to ensure that there would be no harmful parking which could impact the visibility of motorists and pedestrians along Hillside Road, the applicant has agreed a Unilateral Undertaking with Bristol City Council to extend the existing double yellow lines to run all the way along the rear site boundary to the Air Balloon Road junction (please see drawing P01B). This would prevent any unsafe vehicle parking which could detriment highway safety.

In summary, Officers are satisfied that the proposed development would not detrimentally impact highway safety in this area.

Vehicular Parking

The majority of neighbour comments and the concerns of the Ward Member relate to the lack of off-street vehicle parking proposed as part of this development and the parking survey submitted. It should be noted that there is no minimum car parking requirement for new development in Bristol as set out by the SADMP.

Initially, TDM raised concerns in relation to the method and results of the Parking Survey as originally submitted. In response to this, a revised Parking Survey was received from the applicant, which has been carried out in accordance with TDM Parking Survey guidelines. In response to the revised Parking Survey TDM has commented as follows:

“TDM are satisfied that the report shows that there is likely to be capacity to accommodate vehicles associated with the development on the highway in line with TDM guidance.”
As noted in Key Issue A, the site is considered by Officers to be located in a sustainable location within easy reach of alternative, more sustainable modes of transport other than the private car.

In light of the above assessment undertaken by Officers it is considered that the proposed development would be acceptable in terms of its impact on parking.

**Cycle Parking**

The proposed development includes a communal cycle store at ground floor level. This provides space for parking 11 no. cycles across 7 no. Sheffield stands in line with the minimum requirement set out within Appendix 2 of the SADMP.

The cycle parking proposed has been reviewed by TDM. TDM is satisfied that the cycle parking proposed provides a sufficient quantum of storage and has been arranged to allow for easy manoeuvrability within the store itself and out on to the highway.

The proposed development is therefore considered to be acceptable with regards to cycle parking.

**Waste & Recycling Storage**

A communal bin and recycling storage area is proposed at first floor level. This has been assessed by TDM officers and has been found to be acceptable in line with policy DM32 and Bristol Waste requirements. A Site Waste Management Plan would be secured by condition on the application to ensure appropriate measures for collection would be put in place.

**Construction Management**

A Construction Management Plan would be secured by way of condition on any consent to ensure that there is no disruption on the highway during construction.

**Summary**

After assessment of the revised information submitted, TDM is satisfied that the revisions would create an acceptable scheme in terms of transport and highways and have recommended approval of the application.

The application is therefore considered to be acceptable in terms of transport and access, policies BCS10 and DM23 and DM32 would be respected.

**F. DOES THE APPLICATION GIVE SUFFICIENT CONSIDERATION TO SUSTAINABLE DESIGN AND CONSTRUCTION?**

Policy BCS13 sets out that development should contribute to both mitigating and adapting to climate change, and to meeting targets to reduce carbon dioxide emissions.
Policy BCS14 sets out that development in Bristol should include measures to reduce carbon dioxide emissions from energy use by minimising energy requirements, incorporating renewable energy sources and low-energy carbon sources. Development will be expected to provide sufficient renewable energy generation to reduce carbon dioxide emissions from residual energy use in the buildings by at least 20%.

Policy BCS15 sets out that sustainable design and construction should be integral to new development in Bristol. Consideration of energy efficiency, recycling, flood adaption, material consumption and biodiversity should be included as part of a sustainability or energy statement.

The applicant has submitted a full Energy Statement as part of this application detailing the sustainability measures to be included on site.

This confirms that residual carbon dioxide emissions would be reduced by 25.7% through the installation of a 0.946 kWh Solar PV array which would be situated on the south facing roof slope of the proposed development. This meets the requirements of Policy BCS14 and as such is considered to be acceptable. The installation of these Solar PV panels would be secured by way of condition on the application should consent be granted.

The Energy and Sustainability Statement submitted has also proposed additional measures which would be incorporated into the site to enhance sustainability; these include measures to limit water consumption and the use of sustainable materials during construction.

The Energy Statement also includes the installation of a Sustainable Urban Drainage System (SUDS) as part of the development. Further details of this would be obtained by way of condition of the application should it be approved.

Overall, Officers are satisfied that the proposed development gives sufficient consideration to sustainable design and construction and would accord with Policies BCS13-15 (inclusive).

CONCLUSION

In conclusion, the proposed development would deliver quality new homes and would ensure existing development is not detrimentally impacted, Officers of the Local Planning Authority are satisfied that the proposed development in this case would be acceptable.

It is considered that the proposals represent sustainable development in an area where higher density residential development would be appropriate. Officers are satisfied that the proposed development represents good quality design which would not cause significant detrimental impact to the amenities of neighbouring occupiers. In working proactively with Officers of the Local Planning Authority, it is considered that issues in relation to transport and access have been suitably addressed.
In light of the above assessment it is therefore recommended that this application be approved subject to conditions.

RECOMMENDED GRANT subject to condition(s)

CIL

The CIL liability for this development is £ 35,226.56

CONDITIONS

Time Limit for the Commencement of Development

1. Full planning permission

The development hereby permitted shall begin before the expiration of three years from the date of this permission.

Reason: As required by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

Pre-commencement Conditions

2. Construction management plan

No development shall take place including any works of demolition until a construction management plan or construction method statement has been submitted to and been approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the construction period. The statement shall provide for:

- Parking of vehicle of site operatives and visitors;
- routes for construction traffic;
- hours of operation;
- method of prevention of mud being carried onto highway;
- pedestrian and cyclist protection;
- proposed temporary traffic restrictions;
- arrangements for turning vehicles.

Reason: In the interests of safe operation of the highway in the lead into development both during the demolition and construction phase of the development

3. Structure Adjacent To/Within 6m of the Highway

No development shall take place until an Approval In Principle (AiP) Structural Report setting out how any structures within 6 metres of the edge of the adopted highway (and outside of this limit where the failure of any structures would affect the safety of road users) will be assessed, excavated, constructed, strengthened or demolished has been submitted to and approved in writing by the Local Planning Authority.
Reason: To ensure the works safeguard the structural integrity of the adopted highway during the demolition and construction phase of the development.

4. Land affected by contamination - Site Characterisation

No development shall take place until an investigation and risk assessment, in addition to any assessment provided with the planning application, and has been completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme should be submitted to and be approved in writing by the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:
  * human health,
  * property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
  * adjoining land,
  * groundwaters and surface waters,
  * ecological systems,
  * archaeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency’s ‘Model Procedures for the Management of Land Contamination, CLR 11’.

Reason: To ensure that risks from land contamination is understood prior to works on site both during the construction phase to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

5. Land affected by contamination - Submission of Remediation Scheme

No development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been prepared, submitted to and been approved in writing by the Local Planning Authority.

The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated
land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason: To ensure that risks from land contamination is understood prior to works on site both during the construction phase to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

6. Land affected by contamination - Implementation of Approved Remediation Scheme

In the event that contamination is found, no development other than that required to be carried out as part of an approved scheme of remediation shall take place until the approved remediation scheme has been carried out in accordance with its terms. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and be approved in writing of the Local Planning Authority.

Reason: To ensure that risks from land contamination both during the construction phase and to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

7. Site Waste Management Plan

No development shall take place until a Site Specific Waste Management Plan has been submitted to and been approved in writing by the Council. The plan should include, but not be limited to:

- Plans showing the proposed arrangement of bins and recycling boxes within the waste storage area as approved;
- Collection arrangements including whether public or private collection is proposed;
- Access arrangements for future occupiers to the waste storage area (as approved) and on to the highway.

The approved site waste management arrangement shall be implemented in accordance with the approved Site Waste Management Plan prior to the use of the building commencing and maintained thereafter for the lifetime of the development

Reason: To ensure appropriate waste management.
8. Sustainable Drainage System (SuDS)

The development hereby approved shall not commence until a Sustainable Drainage Strategy and associated detailed design, management and maintenance plan of surface water drainage for the site using SuDS methods has been submitted to and approved in writing by the Local Planning Authority. The approved drainage system shall be implemented in accordance with the approved Sustainable Drainage Strategy prior to the use of the building commencing and maintained thereafter for the lifetime of the development.

Reason: To prevent the increased risk of flooding by ensuring the provision of a satisfactory means of surface water disposal is incorporated into the design and the build and that the principles of sustainable drainage are incorporated into this proposal and maintained for the lifetime of the proposal.

9. Submission of samples before specified elements started

Samples of the proposed stone, render and materials to be used for all windows, doors and balconies shall be submitted to and be approved in writing by the Local Planning Authority before the relevant parts of the work are commenced. The development shall be completed in accordance with the approved samples before the building is occupied.

Reason: In order that the external appearance of the building is satisfactory.

Pre-occupation Conditions

10. Land affected by contamination - Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of Condition 4 and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of Condition 5, which is to be submitted to and be approved in writing by the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 6.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.
11. Submission and Approval of Landscaping Scheme

No building or use hereby permitted shall be occupied or the use commenced until there has been submitted to and approved in writing by the Local Planning Authority a scheme of soft and soft landscaping, which shall include information relating to the species and height of all planting to be introduced on the land, together with measures for their maintenance.

The approved scheme shall be implemented so that planting is carried out no later than the first planting season following the occupation of the building(s) or the completion of the development whichever is the sooner. All planted materials shall be maintained for five years and any trees or plants removed, dying, being damaged or becoming diseased within that period shall be replaced in the next planting season with others of similar size and species to those originally required to be planted unless the council gives written consent to any variation.

Reason: To protect and enhance the character of the site and the area, and to ensure its appearance is satisfactory.

11. Implementation/Installation of Solar PV Panels

No building or use hereby permitted shall be occupied or the use commenced until the Solar PV panels have been completed and installed on the roof of the proposed development in accordance with the location and specification detailed within the approved Energy Statement prepared by Complete Energy Consultancy and dated 7 November 2018.

Reason: The implementation of the development without the installation of PV panels would result in a development which would not accord with climate change and sustainability policies.

12. Implementation/Installation of Refuse Storage and Recycling Facilities – Details to be submitted

No building or use hereby permitted shall be occupied or the use commenced until details of the refuse store (including details of access to the store), and area/facilities allocated for storing of recyclable materials, have been submitted to the Local Planning Authority and approved in writing. The approved details shall be implemented before the building or use hereby permitted is occupied or the use commenced and retained in that form thereafter. Thereafter, all refuse and recyclable materials associated with the development shall either be stored within this dedicated store/area, as shown on the approved plans, or internally within the building(s) that form part of the application site. No refuse or recycling material shall be stored or placed for collection on the public highway or pavement, except on the day of collection.
Reason: To safeguard the amenity of the occupiers of adjoining premises, protect the general environment, and prevent obstruction to pedestrian movement, and to ensure that there are adequate facilities for the storage and recycling of recoverable materials.

13. Completion of Pedestrians/Cyclists Access – Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the means of access for pedestrians and/or cyclists have been constructed in accordance with the approved plans and shall thereafter be retained for access purposes only.

Reason: In the interests of highway safety.

14. Completion and Maintenance of Cycle Provision – Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the cycle parking provision shown on the approved plans has been completed, and thereafter, be kept free of obstruction and available for the parking of cycles only.

Reason: To ensure the provision and availability of adequate cycle parking.

16. List of Approved Plans and Drawings

The development shall conform in all aspects with the plans and details shown in the application as listed below, unless variations are agreed by the Local Planning Authority in order to discharge other conditions attached to this decision:

P01B – Site Plan, received 03 April 2019
P02B- Ground Floor Plan, received 03 April 2019
P03B – First Floor plan, received 03 April 2019
P04B – Second Floor Plan, received 03 April 2019
P10B – Front Elevation, received 03 April 2019
P11B – Rear Elevation, received 03 April 2019
P17B - View from East, received 03 April 2019

Reason: For the avoidance of doubt.
Supporting Documents

5. Advertising corner of Air Balloon Road Hillside Road

   1. Proposed site plan
   2. View from East