

WARD: Horfield
SITE ADDRESS: St John Ambulance Tilling Road Bristol BS10 5AQ

APPLICATION NO: 21/05369/F Full Planning

DETERMINATION DEADLINE: 29 November 2021

Redevelopment of site to provide 6 no. residential dwellings (Use Class C3) with car and cycle parking, refuse and recycling storage, and hard and soft landscaping (resubmission of 21/02085/F).

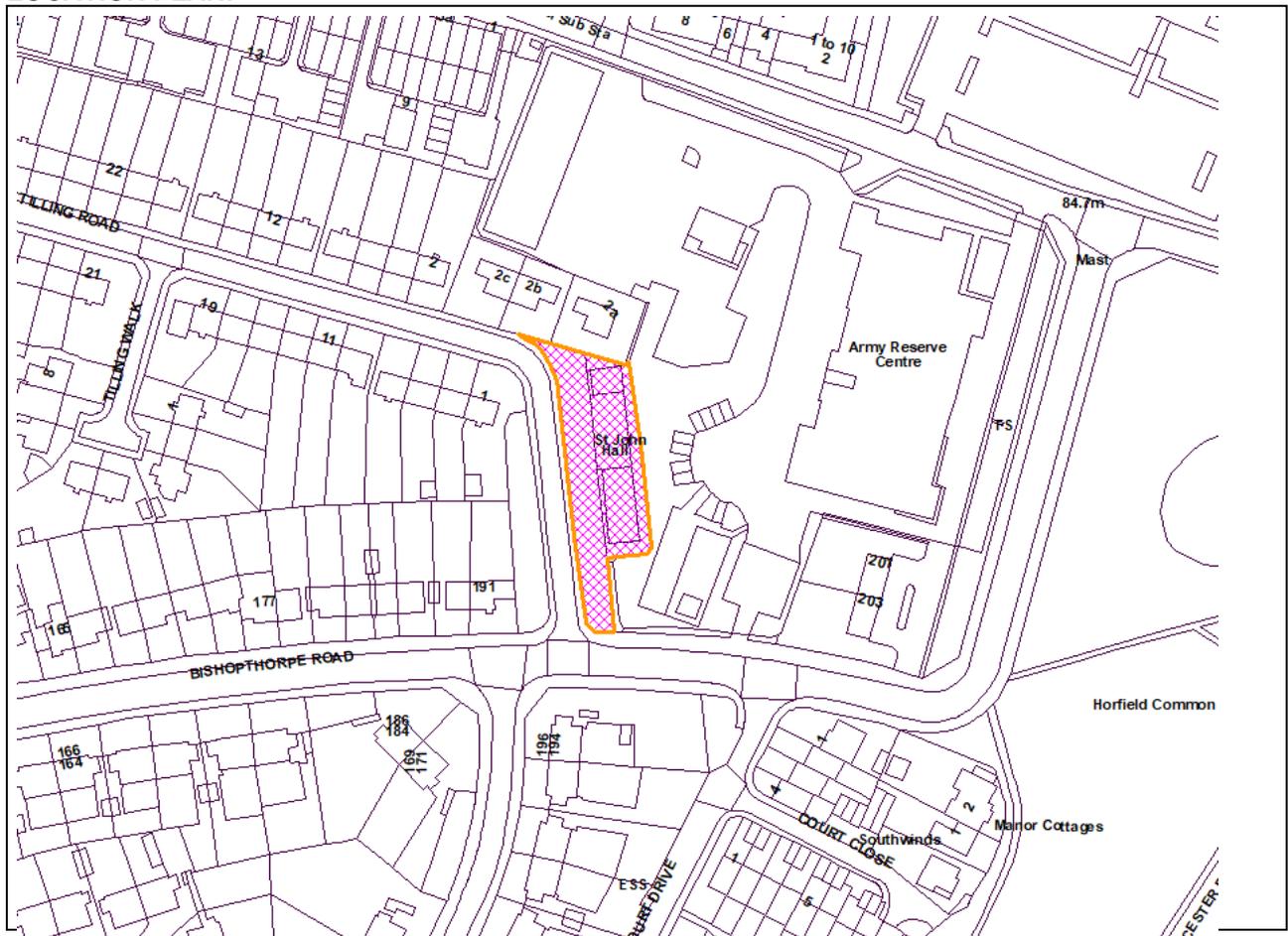
RECOMMENDATION: Grant subject to Condition(s)

AGENT: Pegasus Planning Group
First Floor South Wing
Equinox North
Great Park Road
Almondsbury
Bristol BS32 4QL

APPLICANT: KS Developments Group Ltd
C/o Agent

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

LOCATION PLAN:



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SUMMARY

The application seeks permission to construct 2no. two storey buildings to accommodate 6no. two bedroom flats on a site formerly occupied by St. John's Ambulance to the eastern end of Tilling Road in Horfield.

The application is a resubmission of a previously refused scheme and has been reduced in scale and massing, and the form and appearance altered to better compliment surrounding development. Additionally, further details have been provided in terms of tree replacement on site and alterations have been made in terms of refuse and recycling provision.

The application has been called to committee by Councillor Hulme. The reasons for referral have been given as the removal of attractive street trees and the removal of on-street parking provision exacerbating existing parking difficulties.

SITE BACKGROUND

The site is a 530sqm parcel of land in Southmead, formerly occupied by a Saint John's Ambulance station. Directly to the rear (east) of the site is a territorial army reserve centre, while to the north and west are semi-detached dwellings or terraced dwellings fronting onto Tilling Road.

The site is not located within any policy designations or site allocations.

RELEVANT HISTORY

21/02085/F Development of 9 residential dwellings with car and cycle parking, refuse and recycling storage, and landscaping.

REFUSED 23 September 2021

PROPOSALS

Consent is sought for the development of 6no. residential dwellings with car and cycle parking, refuse and recycling storage, and landscaping. The units would be contained within 2no. 2 storey blocks of flats featuring hipped roofs and brick and render facing.

RESPONSE TO PUBLICITY

The application was advertised via site and press notice and direct neighbour notification in October 2021.

16 letters of objection to the scheme were received

Revisions to the scheme were accepted and a secondary 14-day consultation of neighbours was undertaken in March/April 2022. An objection was sustained from Cllr. Hulme in relation to the revised proposal, who referred the scheme to committee.

14 letters of objection to the revised scheme were received.

OTHER COMMENTS

- Arboriculture

An arboricultural officer was consulted and removed objection to the proposals following the receipt of additional information in relation to tree replacement on site. See relevant key issue.

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- Contaminated Land

A contaminated land officer was consulted and requested further information to be secured by condition. See key issue for further details.

- Flood Risk

A flood risk technician was consulted under the previous application and requested a sustainable drainage strategy. This has not been provided however it can be secured by condition. See key issue for further details.

- Transport Development Management (TDM)

A TDM officer was consulted and raised no principle objection, further information was requested in relation to bin and bike storage as well as in terms of footway width.

RELEVANT POLICIES

National Planning Policy Framework – July 2021

Bristol Local Plan comprising Core Strategy (Adopted June 2011), Site Allocations 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 2016 and Lawrence Weston Neighbourhood Development Plan 2017 and the Hengrove and Whitchurch Park Neighbourhood Development Plan 2019.

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

1. PRINCIPLE OF DEVELOPMENT

The site is previously developed and located within a medium density, planned residential neighbourhood.

While previously owned by St. John's Ambulance who operated a small community hall prior to selling the site, the plot has been vacant and disused since 2016. It is not considered therefore that establishing a residential use of this site would be harmful to the local community through loss of the facility, owing to the informal nature of the community use and the length of time there has been no activity on the site.

Furthermore, there are no policy designations placed over the site and there would be no loss of private garden space.

In pure land use terms therefore, there is no concern in relation to the establishment of a residential use on this site.

- Mix and balance of the local housing stock

The site lies within the Filton Road lower super output area which features a balance of flats to houses at 81.9% houses to 18% flats. In total, 3no. bedroom properties account for 57.6% of all households and 2no. bedroom properties account for 21% of households. On this basis therefore it can be surmised that the creation of 6no. 2-bedroom flats would not harmfully unbalance the local housing stock.

Overall there are no principle objections to developing the site for residential use.

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2. DESIGN AND CHARACTER

- o Policy BCS21 (Quality Urban Design) of the Core Strategy advocates that new development should deliver high quality urban design that contributes positively to an area's character and identity, whilst safeguarding the amenity of existing development.
- o Policy DM26 (Local Character & Distinctiveness) and Policy DM27 (Layout & Form) of the SADMP outlines that all development is expected to contribute positively to an area's character and identity. It is outlined that this should be achieved by responding to the existing built environment. In particular, development should respect the local pattern and grain of existing buildings and respond to the local scale and character created by height, massing, shape and form, proportion, building lines, set-backs from the street, skylines and roofscapes.
- o Policy DM29 (Design of New Buildings) of the SADMP states that new buildings should present high quality design, responding appropriately to their importance and reflecting their function and role within the public realm. In particular, clear organisation and hierarchy in relation to function is encouraged, as are active street frontages with main entrances fronting the public realm and good levels of natural surveillance. Consideration should also be given for orientation in relation to climatic conditions. Exteriors should generate visual interest, be well proportioned and appear well ordered. Materials should be high quality, durable and sustainable, utilising colours and patterns which contribute positively to the character of the area. DM29 also notes that new residential development should provide dual aspect where possible, particularly where one of the aspects is north facing.

The medium density residential context is dominated by semi-detached housing or terraces of a 2-storey scale, featuring hipped or dual-pitched roofs.

The proposal under assessment follows on from PREAPP advice and a full application, in which substantial concern regarding the scale, massing and general appearance of the development on the street scene were raised and upheld.

Revisions within the current proposal have sought to address these concerns and a second set of revised plans form the basis for the proceeding assessment.

Primarily, reductions have been made to the overall height of the buildings and scale of their roofs so that they truly read as 2 storey structures. While it is noted that the eaves and ridge heights would be slightly higher than those to surrounding development, this would not be substantial to the extent that refusal is warranted in this instance, as the impact of this would not be such that it would appear visually jarring.

The buildings would be broken up into 2 blocks as opposed to a single block or three identical buildings. This is found to be an improved layout that better emulates the pattern and grain of development to the street, which is typified by a mixture of detached, semi detached and terraced units.

In terms of overall appearance, balconies which had previously been added to provide some external amenity space for occupants were removed as it was considered that these would appear as uncharacteristic and incongruous features in design terms. While large windows to the buildings would remain, particularly to the ground floor, the design and arrangement of fenestration to the buildings under the current proposal is improved and more in-keeping with a typical medium- density residential area.

The use of materials is appropriate; with a predominance of red brick facing as well as some sections of render, both of which are typical materials used to surrounding dwellings.

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The proposal seeks the replacement of trees lost during development in line with the Bristol Tree Replacement Standard. Accordingly, a verdant frontage to the buildings would be maintained, and previous concern that this may be lost in favour of an overly intensive approach to off-street parking provision have been successfully overcome.

Overall and following positive revisions to the scheme, the proposal under assessment is concluded to acceptably overcome all previous areas of concern and would adequately comply with relevant local and national policy guidance relating to design and character.

3. RESIDENTIAL AMENITY

- o Policy BCS21 (Quality Urban Design) of the Core Strategy advocates that new development should deliver high quality urban design that Safeguard the amenity of existing development and create a high-quality environment for future occupiers.
- o Policy DM29 (Design of New Buildings) of the SADMP states that Proposals for new buildings should ensure that existing and proposed development achieves appropriate levels of privacy, outlook and daylight.
- o Any proposed dwelling must ensure satisfactory levels of privacy, outlook and daylight for neighbouring properties. These factors are dependent on proposed scale, position massing and overall design and appearance. Positioning of windows within elevations as well as any private outdoor amenity area such as terraces or balconies should be designed to avoid overbearing, overshadowing, or overlooking between both existing neighbouring and proposed premises.

Previous proposals for the development of the subject site raised significant concern owing to their overall scale and massing and detrimental impacts identified to surrounding residential development. In particular, concern was raised in relation to harmful overbearing of No. 2a Tilling Road, as well as direct and perceived overlooking into the private amenity spaces of No. 1 Tilling Road and No. 191 Bishopthorpe Road.

Under the current application the buildings have been reduced in height, and read as two storey units, with what would have effectively been a second floor in the roof taken out of proposals. In conjunction with this change, the removal of balconies to the front would remove any direct overlooking of private amenity spaces across the road. The alterations considerably mitigate against both direct and perceived overlooking of the gardens to the other side of the road. Measurements show that windows to the new flats would be set back at least 24 metres from the nearest gardens, and this separation distance is typical of many medium density residential neighbourhoods. Following the removal of balconies and the reduction in the scale and intensity of the use of the proposed buildings therefore, this relationship is concluded to be acceptable.

The relationship between proposed development on the subject site and adjacent No. 2a Tilling Road to the north is sensitive, owing to the close proximity of that house and in particular its orientation relative to the site. Following extensive discussion, the height of the proposed buildings on site have been progressively reduced, the massing of the roofs have been reduced and hipped, and the building to the northern end of the site has been moved further away from No. 2a. This is demonstrated within supporting document '103 Elevations - 101 Elevations Street Context'. It should be noted that the proposed buildings are set-back on the subject site to the extent that the outlook from No. 2a would not be directly impeded by their elevations. No. 2a is situated to the north of the site and its front elevation is oriented to some extent towards the proposed buildings. BRE guidance on daylight, sunlight and overshadowing suggests that if a new building or extension breaches a perpendicular line at an angle of 25 degrees above the horizontal taken from a point 2 metres above ground level on an existing house, it is likely that windows in the existing house will be overshadowed. When such a line is applied from the neighbouring property, it narrowly clears or meets the ridgeline of the roof to the proposed building, suggesting the scale and separation distance under current proposals is finely balanced by likely to be acceptable.

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It is considered that there would be a degree of overbearing impact on No. 2a and this is not ideal, however while this issue is finely balanced, it is considered that following successive revisions to reduce impact in this regard as described above, the relationship as currently proposed would not warrant refusal of the scheme in this instance.

4. LIVING STANDARDS

- o Section 17 of the NPPF outlines 12 'core planning principles' which should underpin both plan-making and decision-taking. One of these principles is that decision making should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.
- o Policy BCS18 (Housing Type) of the Core Strategy outlines that residential developments should provide sufficient space for everyday activities and to enable flexibility and adaptability by meeting appropriate space standards.
- o The relevant space standards are the Department for Communities and Local Government (DCLG) Nationally Described Space Standards for new housing published in March 2015. These outline technical standards for application to all tenures of housing across England. The standards set minimum internal areas which accommodation should provide relative to the number of future occupants. The standards also set minimum levels for built in storage within new house, bedroom sizes and minimum floor to ceiling heights. Double bedrooms should have a floor area of 11.5m² and a minimum width of 2.75m. The dwelling should ensure 2.3m floor to ceiling height for at least 75% of the internal area. Any area with headroom of less than 1.5m is not counted within the Gross Internal Area unless used solely for storage. A single storey 2 bedroom, 4 bed-space dwelling for instance should provide at least 70 sqm of gross internal floor area with an additional 2sqm of storage space.

The proposed layouts would consist of 3no. ground floor flats and 3no. first floor flats across both buildings. All flats would be two bedroom, 4 person units, and all would meet minimum relevant national space standards in terms of overall floor areas, bedroom sizes and floor to ceiling heights.

Concern was raised under the previous scheme that cumulatively the development would offer substandard living conditions to future occupiers on account of cramped second floor living spaces. This was compounded by a lack of truly dual aspect outlook owing to the TA barracks to the rear of the site, and a lack of any windows to the eastern elevations of the proposed buildings as a result of this.

While the current scheme cannot overcome the constraint of the army barracks to the rear of the site, the removal of a second floor and the retention of generous windows to each flat would ensure that all units receive adequate daylight and good levels of outlook to the front. While not an ideal layout, individually and cumulatively there would be adequate space and light to all units under the current scheme to allow for viable living environments for future occupiers.

Previous schemes for development of the site have incorporated balconies to provide private external amenity space for future occupiers. While the provision of private amenity space is strongly encouraged wherever possible, in this instance the inclusion of balconies was concluded to be detrimental on both design and residential amenity grounds. Despite the lack of private amenity space, the site is located within a 5-minute walk of Horfield Common and associated protected open spaces, and so future occupiers would have access to such areas to use for recreation.

Overall and following positive amendments it is concluded that the proposed flats would deliver suitable living environments for future occupiers.

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5. TRANSPORT AND HIGHWAYS SAFETY

- o Section 4 of the NPPF outlines that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.
- o Policy DM23 (Transport Development Management) of the SADMP outlines that new development should not give rise to unacceptable traffic conditions and will be expected to provide safe access to the highway network. The policy also outlines that new development should be accessible by sustainable transport methods such as walking, cycling and public transport. Furthermore, the policy sets standards for parking provision.
- o Policy DM32 (Recycling & Refuse Provision in New Development) of the SADMP outlines that all new development should provide bin and recycling storage facilities fit for the nature of development, with adequate capacity for the proposed development, in a location which is safe and accessible for all users and does not harm the visual amenity of the area or neighbouring amenity.

A transport development management officer was consulted and provided detailed comments addressing areas of concern raised by local residents and well as other materially relevant considerations on transport grounds. The comments are as follows:

- Principle

The application proposal seeks approval for the proposed development of 6 residential dwellings with car and cycle parking, refuse and recycling storage, and landscaping.

- Local Conditions

The site is situated in the Horfield area of Bristol. Tilling Road is subject to a large number of on street parking spaces which are heavily utilised. There are a number of bus services that operate along Gloucester Road offering services to the North of the city and towards the City Centre. The site is not situated within a residents parking zone.

- Trip Generation

A trip rate and subsequent likely trip calculation has been provided within the supporting document. No concerns are raised regarding the number of trips generated and the impact upon the highway network.

- S278 Highway Works

Tilling Road is narrow and as such keep clear markings are currently in place, as well as a short length of waiting restrictions, opposite the existing access. TDM require these be formalised and extended to prevent on street parking blocking access. An s106 contribution of £6067 for the amendment of the TRO is required. In addition to this TDM require a footway of a 2m width be provided along the length of the site with the footways along both sides of Tilling Road resurfaced for the length of the development however it is acknowledged this has not been provided on the previous approved scheme. Street lighting will also be required to be upgraded/installed/replaced and will be subject to a lighting design.

- Car Parking

TDM recommend the applicant provide EV charging spaces for all of the parking provision.

6 parking spaces will be provided off street which falls below the maximum standard as set out within the Bristol local plan. The spaces must measure at least 2.4m x 4.8m with an additional 0.5m buffer

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where the spaces abut a structure. No EV charging has been proposed however in line with emerging policy TDM encourage the applicant to provide at a minimum passive EV charging for all spaces. The proposal is to create an extended dropped kerb and footway crossover to serve the parking spaces in front of the building. Pedestrian access would also be achieved from the footway which provides safe and convenient access to the entrance of the units.

The applicant has conducted a parking survey which has been undertaken in accordance with BCC's parking survey methodology. This surveyed roads within a 150m walk from the site between the hours of 22:00 and 00:00 on two separate weekday evenings.

The parking survey demonstrates the parking along the Tilling Road frontage is that not of residents but of commuters or users of the local Southmead Hospital given the availability of space during these times.

TDM are content that the local junctions have sufficient coverage by parking restrictions to ensure the development would not result in an unsafe highway environment due to the loss of commuter parking. There is however a requirement for the keep clear lines to be formalised along Tilling Road as stated previously. TDM would not consider the application to be contrary to Chapter 9 of the NPPF based on the displacement of on street parking.

There is however the need to provide pedestrian visibility splays to ensure the boundary treatment does not extend the height of 0.6m .

- **Cycle Parking**

Cycle parking is set out at 1 space per one-bedroom dwelling and 2 spaces per 2- or 3-bedroom dwellings, and therefore at least 15 spaces will be provided in a secure covered cycle shelter. It is unclear if Sheffield Stands are to be utilised however TDM recommend their use. Further detail, such as an elevation plan and a plan showing Sheffield stands is therefore required.

- **Waste and Servicing**

TDM require the waste stores to be situated adjacent to the highway to prevent large bins obstructing the use of the footway. The applicant has proposed the use of 660l bins which will require a management company to manoeuvre on collection day. If the additional store were to be situated adjacent to the highway Bristol Waste would be able to collect directly given they would be situated within 5m of the highway.

- **Construction Management/ Network Management**

Due to the impact this proposal would have on the highway network during the demolition/construction period, the applicant would be required to produce and submit a highway network construction management plan.

In terms of concerns raised about footway width, the applicant confirmed that the width does almost meet the 2m requirement in most places, particularly in the more heavily used sections. Following review the transport officer agreed with this conclusion and removed concern in this regard. Furthermore the officer was satisfied to receive detailed information regarding cycle storage by condition as there is deemed to be space on site for appropriate storage to be provided.

Overall and following resolution of the outstanding matters raised by the transport officer the proposal is found to be acceptable, meeting policy

6. **ARBORICULTURE**

- o Section 11 of the NPPF (Conserving and enhancing the natural environment) states that the planning system should contribute to and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible.

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- o Policy DM17 (Development Involving Existing Green Infrastructure) of the SADMP outlines that development should integrate important existing trees. It is suggested that where tree loss or damage is essential to allow for appropriate development, replacement trees of an appropriate species should be provided in accordance with the standard set out within Policy DM17.
- o Development which would result in the loss of Ancient Woodland, Aged trees or Veteran trees will not be permitted.

Previous advice from officers in relation to trees on site raised concern in regarding the scale of the potential tree removal proposed. It is noted that while there are no aged or veteran trees on site or trees protected by preservation order, the existing relatively young trees along the grass verge provide significant amenity value and there should be robust justification for their removal. Officers raised concern that this had not been provided under the previous scheme, nor had adequate compensation for the loss of trees been proposed in line with the Bristol Tree Replacement Standard.

The revised scheme under assessment is supported by an amended arboricultural impact assessment. Within this assessment it is proposed that 10no. trees be removed, many of which necessary to allow for the development, and some deemed necessary to replace owing to likely damage as a result of construction works. Furthermore, the amended report includes a compensation calculation in which 11no. new trees would be planted in place of the trees lost owing to development.

An arboricultural officer was consulted and was satisfied with the compensation calculation in line with the Bristol Tree Replacement Standard, and removed objection to the proposals on condition that adequate tree protection be put in place prior to works commencing on site for trees being retained, and that the planting of 11no. new trees as shown in the proposed landscaping plan be secured and new trees protected by condition.

The officer concluded that the loss of trees and the amenity value they provide on the subject site could be mitigated through acceptable proposals to replace them with new trees, and so long as this is carried out in accordance with the supporting information in this regard and preserved then the loss would be successfully mitigated in this instance.

The revised proposal is therefore acceptable in this regard.

7. LAND CONTAMINATION

Policy DM34 (Contaminated Land) states that new development should demonstrate that:

- i. Any existing contamination of the land will be addressed by appropriate mitigation measures to ensure that the site is suitable for the proposed use and that there is no unacceptable risk of pollution within the site or in the surrounding area; and
- ii. The proposed development will not cause the land to become contaminated, to the detriment of future use or restoration of the site or so that it would cause pollution in the surrounding area.

A land contamination officer was consulted and noted that the site has historically been used as part of the military barracks. The officer furthermore commented that similar sites in the area have at times exhibited elevated levels of heavy metals in the ground following investigation and that the buildings on site likely contained asbestos.

The officer reasoned that based on the above considerations the applicant should consider an intrusive site investigation prior to commencement of works should approval be forthcoming, rather than proposing a remediation approach should contamination in the topsoils be detected. The applicant agreed to the findings of the officer and appropriate ground investigation would be secured by condition should approval be forthcoming.

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- o All new development is required to follow the energy hierarchy, prioritising energy efficiency measures to minimise energy demand.
- o Heating systems must be selected in line with the BCS14 heat hierarchy.
- o The proposals should secure at least a 20% reduction in CO2 emissions from residual energy use in new development through on-site generation of renewable energy.
- O A sustainability statement should be submitted to demonstrate how the requirements of policy BCS15 have been met including waste & recycling, water efficiency, materials, flexibility and adaptability and biodiversity
- O Sustainable drainage options should be selected in line with Policy BCS16

The application proposes the use of air source heat pumps and solar panels to the roof, meeting both the criteria of the heat hierarchy and targets to achieve a 20% offset in carbon emissions.

Proposals comply with policy relating to provision of renewable energy and the heat hierarchy and so there are no concerns in this regard subject to conditions for further details regarding the solar PV array and the air source heat pumps.

Concern from residents was raised in relation to noise arising from air source heat pumps and their siting. A pollution control officer was consulted and raised no concern in relation to the use of air source heat pumps subject to condition detailing the precise specifications and layout of the system. Concern was also raised with regard to the possibility of removing heat pumps from proposals at a later date. In planning terms this would not be compliant with relevant policy and it is unlikely this would be supported were such a proposal to come forward.

- Flood risk

A flood risk technician was consulted and noted that no sustainable drainage strategy had been provided. The officer highlighted that Tilling Road has drainage issues and parts of the area is at high risk of surface water flooding. While the application is not a major application, the conclusions of the officer that further details should be provided in order to ascertain whether the development would adopt viable means of controlling or reducing surface water run-off are noted. This information can be secured by addition of pre-commencement condition and so would not warrant a reason for refusal in this instance.

In conclusion the proposal is supported in this regard.

9. ECOLOGY

The applicant has submitted a Reptile Survey report in support of the scheme which identified two slow worms on site. The report includes a more general ecological investigation in which the presence of hedgehogs, bats and birds was investigated and the quality of habitats on site assessed. While no other protected species were identified, the report includes recommendations and conclusions in relation to minimising harm to local ecology during construction and incorporating measures to mitigate the impacts of development on site. This approach is acceptable subject to appropriate conditions to secure the translocation of any slow worms or reptiles on site, and to ensure that any other animals which may be threatened by construction such as nesting birds, are also protected. The recommendations of the report would also be secured by condition.

CONCLUSION

Although finely balanced, it is concluded that the revised scheme to deliver 6no. 2-bedroom flats to the eastern end of Tilling Road has successfully overcome concerns on design, character and amenity grounds as well as providing sufficient justification for the replacement of trees and policy

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compliant bin and bike storage.

On this basis there are no outstanding reasons to refuse permission on planning grounds.

RECOMMENDATION

That the Applicant be advised that the Local Planning Authority is disposed to grant planning permission, subject to conditions, for which delegated authority is sought to prepare the draft conditions in consultation with the Applicant in line with the Town and Country Planning (Pre-commencement Conditions) Regulations 2018. A list of expected conditions is included below, albeit the following list is not exhaustive:

- i Procedure:
 - o Requirement to commence development within 3 years of the date of decision.
 - o Requirement for the development to be carried and to accord with all approved plans/documents.

- ii Design & Character
 - o A condition to secure detailed drawings at 1:20 of all window and door reveals, cills and thresholds should be provided.
 - o A condition to secure the proposed landscaping scheme
 - o A condition to require the submission and approval of all new materials to be used, notwithstanding those listed on the approved plans

- iii Residential Amenity and Noise
 - o A condition to require additional specifications in relation to the proposed air source heat pumps, including their precise location
 - o A condition to require 1:10 section details of louvered windows to side elevations of the buildings
 - o A condition to require the provision of a demolition and construction environmental management plan

- iv Sustainability and Flood Risk
 - o A condition to require additional specifications in relation to the proposed solar PV array, including the precise location and extent on roof slopes
 - o A condition to require provision of a SuDS compliant drainage strategy to demonstrate adequate methods of reducing surface water run-off.
 - o A condition to secure full compliance with the supporting Energy and Sustainability Assessment.

- v Transport
 - o A condition to secure the approval of road works necessary (B1B) and relevant advices
 - o A condition to require the provision of a construction management plan (B3A)
 - o A condition to require the installation of refuse storage and recycling facilities prior to first occupation (C5A)
 - o A condition to require the completion of pedestrian/cyclists access prior to first occupation (C8)
 - o A condition to require the completion and maintenance of car/vehicle parking (C12A)
 - o A condition to secure the provision of pedestrian visibility splays prior to first occupation (C32)
 - o A condition to secure the provision of a waste management plan (C41)

- vi Contaminated land
 - o A condition to secure the provision of appropriate intrusive site investigation prior to commencement of development.

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- vii Arboriculture
 - o A condition to require full compliance with the approved landscape plan
 - o A condition to require full compliance with all tree protection measures to be installed on site during construction
 - o A condition to ensure all proposed trees are planted and maintained
- viii Ecology
 - o A condition to require full compliance with the findings and recommendation of the reptiles survey
 - o A condition to provide further details of translocation of slow worms prior to commencement of any works
 - o A condition to require no removal of vegetation takes place on site during bird nesting season.

EQUALITIES ASSESSMENT

During the determination of this application due regard has been given to the impact of this scheme in relation to the Equalities Act 2010 in terms of its impact upon key equalities protected characteristics. These characteristics are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. There is no indication or evidence (including from consultation with relevant groups) that different groups have or would have different needs, experiences, issues and priorities in relation this particular proposed development. Overall, it is considered that this application would not have any significant adverse impact upon different groups or implications for the Equality Act 2010.

CIL

The scheme is CIL liable and the liability has been calculated to be £42,611.61

RECOMMENDED GRANT subject to condition(s)