

Review item

1. Layout:

- Plot distances – Plot 5 has been omitted to increase the spacing distances
- Garden depths – have been increased as a result of the above change and the gardens of plots 9 & 10 have also been revised to suit comments
- Parking bays near main access – two parking spaces (plots 7 & 8) have been moved to the opposite side of the adjacent road to alleviate the concerns of tracking proximity to main entrance
- Cycle/pedestrian link through to Bartons Road – the pathway route on the upper level has been widened to 2.5m as required

2. Open Space:

- Location – will remain located as per the outline consent
- Plot rotation of 30-33 to face POS – we have moved these plots further eastwards and rotated to provide better natural surveillance over the POS
- Relocating parking spaces & additional planting – two of the spaces have been moved to the other side of the foot/cycle path, then spread apart to allow planting of fastigate trees between bays
- Naturalising the watercourse & parking proximity – the landscaping surrounding the watercourse has been further developed to naturalise the whole area. A SuDs swale has been introduced to integrate with the existing storm drain with additional tree planting and a winding path to create a more attractive and natural area

3.0. Appearance:

- Metal cladding reduction-apartments – the metal cladding has been reduced accordingly
- More details of proposed materials – we have detailed more of the proposed landscaping materials. However, the Architectural materials remain fairly general. Due to the current situation we have chosen not to specify detailed materials, just in case there are issues with supply chains at the time of construction commencement. We are happy to accept a planning condition in this regard, so that we can provide accurate samples closer to starting on site.

4.0. Landscaping:

- All general points raised – the landscape general arrangement plan has been updated to incorporate the following comments raised
- Martin Rd replacement trees – several new trees are proposed within the curtilage of our development boundary, rather than on the Highway verge as a direct replacement because the land is outside of our ownership
- Line of fastigate trees to the north of plots 70 & 71 – introduced to the plan
- Tree planting south of plot 66, to frame the bellmouth – no tree can be planted here due to the visibility splay requirements

- Break-up long runs of parking bays generally, with soft landscaping between (specifically north of plots 59-64) – a couple of the bays have been moved to the opposite side of the road. This has allowed for further separation and planting between bays.
- Construction within RPA's – The tree officer has commented that the two trees in question could be removed, other trees in proximity will be pruned accordingly. In terms of the root areas, there is already hard standing in the form of an existing tarmac car park in these areas.

5.0. Environmental:

- All Environmental Control Officer's comments have been addressed in the up-to-date ground investigation and validation reports

6.0. Trees:

- Tree felling suggestions – Trees will generally be retained where possible, and pruned as/if necessary. Trees suggested for removal will be considered at the time of construction commencement
- Scaled arb plan – This was submitted as part of the application, has also since been forwarded directly to the Planning Officer for passing onto the Tree Officer.

7.0. Highways:

- All general points raised – Highways comments were generally just standard requirements rather than being project specific – Paul Basham Associates have compiled an email response to address all comments. Accompanied by their updated Off-Site Works plans.
- Carriageway widths, recommend increasing to 5.5m sitewide – there is a deliberate reducing hierarchy of streets within development. The narrower elements help to reduce and control vehicle speeds. Also, some secondary carriageways are only serving a few units. Current widths are therefore deemed acceptable

8.0. Ecology:

- Biodiversity net gain comments – the change of use of the site from Industrial to Residential, already constitutes a significant biodiversity gain in providing new gardens, planting and open space between a reduced density of development. We had previously proposed 25 bird boxes and 8 bat boxes. We have proposed one per house, one per flat would seem excessive, so we propose one per apartment block elevation as a reasonable compromise.

9.0. AOB:

- Emerging Policy Compliance Checklist – this has been completed to accompany all revised material