

WARD: Southville **CONTACT OFFICER:** Jonathan Coombs
SITE ADDRESS: Land And Buildings Lying To The South-East Of 58 Greville Road Bristol

APPLICATION NO: 13/05801/F Full Planning
EXPIRY DATE: 3 March 2014

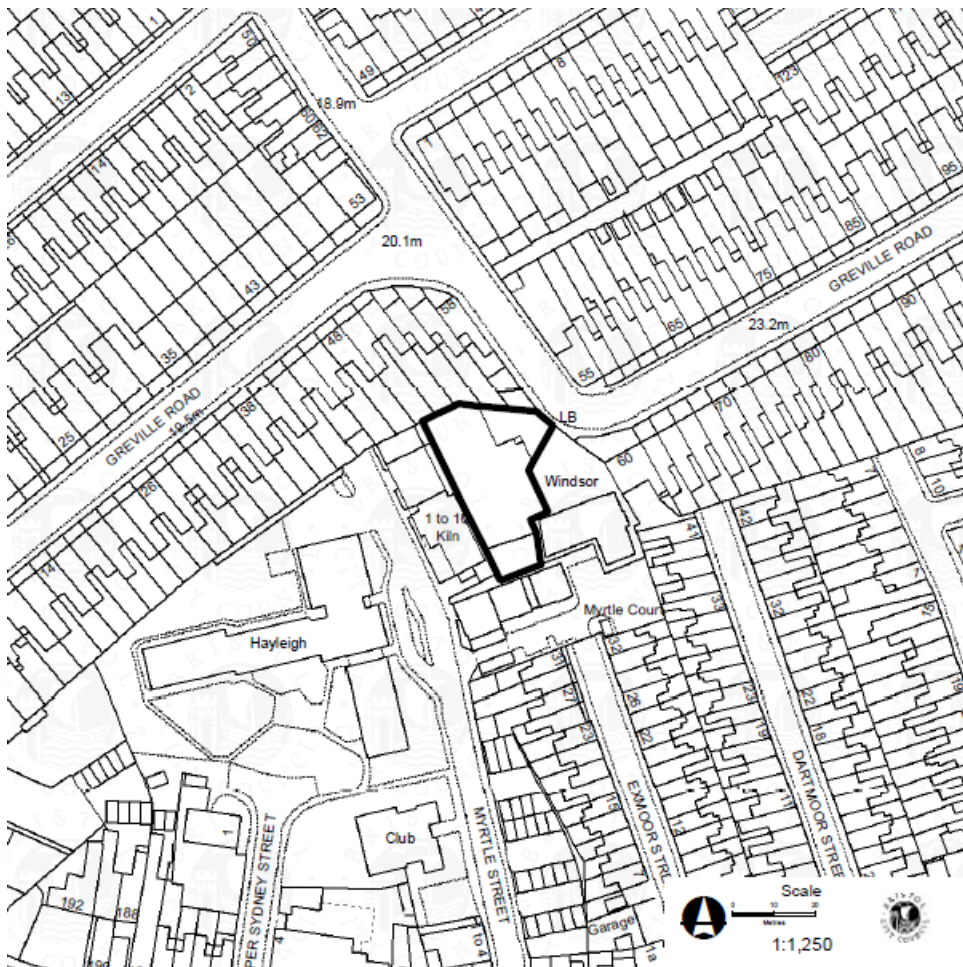
Change of use from light industrial warehouse to residential. Residential 3 storey development consisting of 5 no. self contained dwelling houses with on-site parking.

RECOMMENDATION: Grant subject to Condition(s)

AGENT: Rackham Planning Ltd
10 Knole Close
Bristol
BS32 4EJ
APPLICANT: Property Developments Solution
Ltd
7 Rayens Close
Long Ashton
BS41 9HL

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

LOCATION PLAN:



comtop
v4.0408

Development Control Committee A – 18 June 2014**Application No. 13/05801/F: Land And Buildings Lying To The South-East Of 58 Greville Road Bristol****SITE DESCRIPTION**

The application relates to an irregular-shaped site in Southville located off the outside of a bend in Greville Road as it dog-legs around the site and its surrounds close to the junction with Upton Road. Upton Road continues in a north-westerly direction away from the junction, whilst Greville Road bends first to run north-west to meet Upton Road before bending back to be parallel to its previous alignment to the south-west to join North Street. In effect Greville Road continues into Upton Road with the junction formed by give way markings from the subsequent part of Greville Road. This junction has been narrowed by the introduction of planting boxes to reduce traffic speeds and ease pedestrian crossing of this otherwise wide junction.

The site has a narrow frontage to Greville Road with a dropped kerb access via double timber gates. This then widens out in a broadly triangular shape away from the frontage with Greville Road. Most of the site is covered by a vacant single storey workshop aligned in a south-east - north-west direction, with a double pitched corrugated roof with roof lights along the ridge. Internally, it comprises a large open manufacturing/storage area with ancillary offices and staff accommodation. The building hosts a small concrete surfaced yard to its frontage enclosed by a high brick wall that slopes down from the site entrance to the side boundary of No. 58 Greville Road.

The gable-ended building is approximately 5m high (height to ridge) and abuts the rear gardens of residential dwellings in Greville Road, to the north-west of the site. The south-east corner of the building abuts the end (western) gable wall of Windsor House - a two-storey block of serviced business units, with open access from Greville Road adjacent to the entrance to the application site.

The three storey residential scheme comprising of 9 flats and 2 maisonettes known as Myrtle Court on the former site of Exmoor House (granted under permission 04/05110/F) is located to the south. This is accessed from Myrtle Road and has no windows facing directly onto the site within its rear elevation. To the south-west is located another three storey residential building, comprising 10 units developed on the former site of land adjacent to Exmoor House (granted under outline and reserved matters applications 06/00923/P and 06/04201/M respectively). This fronts onto Myrtle Street to the west and was designed with the intention of safeguarding redevelopment of the application site with minimal openings looking into the application site serving only secondary rooms/corridors.

Two storey Victorian/Edwardian terraced dwellings are located to the surrounding residential streets along Greville Road, Upton Road and beyond.

The application site is unallocated on the Proposals Map of the adopted Bristol Local Plan or the emerging Site Allocations and Development Management Policies.

RELEVANT PLANNING HISTORY

Application 01/01406/F for the demolition of the factory and the erection of a terrace of 6 no. 3-bedroom live/work dwellings, each with a self-contained workshop at ground floor level. This was REFUSED on the grounds of scale, loss of sunlight, privacy and overbearing impact to surrounding houses on Greville Road, as well as inadequate off-street parking resulting in waiting and inappropriate manoeuvres causing a highway safety harm.

Application 05/00212/F for the Erection of building, partly three and partly four storeys, comprising 11 no. self-contained two-bedroom flats and 1 no. one-bedroom flat, with parking was REFUSED on the grounds of scale, design and massing being inappropriate to the character of the area (including dominating views west along Greville Road to Dundry beyond), loss of sunlight and overbearing impact to surrounding houses on Greville Road.

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Application 09/01031/F for the change of use from light industrial warehouse to a residential 3-storey development consisting of 14no. 1 & 2 bedroom apartments with on-site parking provided was REFUSED on 9th August 2010 by committee on the grounds of the scale of massing being excessive, highway safety concerns due to the gradient of the basement parking access and lack of a level area behind the pavement coupled with reduced visibility at the site entrance and on Greville Road, as well as loss of outlook to the residents of The Kiln to the rear. This was ALLOWED at appeal on 7th March 2011. This appeal has been appended to the application record for ease of reference and will be referred to in more detail within the Key Issues as a material planning consideration given the similarities with the current application proposals.

Reference has already been made to the nearby flatted developments to the south-west and south of the site in the site description. Some objectors have made reference to a new primary school development at the disused old people's home to Myrtle Road. This would serve years 3-6 in association with an expansion of Southville Primary School and is currently being considered under planning application 14/01232/F. Members will be updated on any progression of this case, for reference, should this occur between the completion of this report and the committee.

APPLICATION

The proposal seeks 5no. three bedroom dwellinghouses arranged as a terrace of three storey properties with three off-street parking spaces arranged in integral garages and one off-street parking space within the communal driveway. For the sake of clarity the units are numbered 1-5 from left to right when facing the development (south to north). This is arranged with a central group of 3 properties and the properties to either end staggered back to reflect the irregular shape of the site and to provide sufficient space for parking/manoeuvring. Integral garage parking spaces are provided for units 3-5 with a further off-street parking space.

The properties are arranged with utility space/kitchenettes/studies to ground floor; main bedroom and two single bedrooms to first floor, and; an open plan living room/kitchen and separate second reception room or third single bedroom to the third floor. This is arranged so that the main bedroom and living space face forward with the other rooms facing to the rear. Angled windows are located to the second and fourth units to face their windows away from studies/second bedrooms to The Kiln to the rear. A small area of garden space measuring 4.4m deep to units 2-4 provided to the rear, as well as shallower rear gardens with the main garden space location to the flanks to units 1 and 5.

Refuse storage is integrated into the units with cycle storage accommodated to garaging or dedicated storage areas. Some minimal landscaping is indicated adjacent to the pedestrian access to units 1-3 but is otherwise unmarked. The proposal is arranged with gable fronting pitched roof, staggered to create some articulation to relieve the massing of the building. The building is approximately 7.5m to eaves 9.8m to ridge level. The proposal is finished with a pennant stone base to ground floor, rendered projecting element and brick main element and lintels/cills to windows, with a juliet balcony serving the living room windows.

Various changes/additions have been received over the lifetime of the application. These include the following:

- Introduction of angled windows (see above) on the recommendation of officers to prevent privacy harms.
- Reduction in off-street parking provision by 1no. space and staggering back of unit 5 to ensure the remaining parking provision had adequate access/manoeuvring.
- Changes in external appearance from an a-symmetric form to symmetric roof form and changes to finishing materials. This was originally changed by the applicant without officer input to a more traditional form to reduce cost and improve thermal efficiency, which officers

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- considered led to unacceptable massing and a discordant window pattern and thus was re-arranged to incorporate the projecting elements in a more simplified form than the original.
- Further drawings and visual representations showing outline of previous allowed scheme were gained to better demonstrate the scheme and its relationship to its surrounds.

The scheme originally submitted was broadly reflective of the external appearance of the flatted scheme allowed at appeal. The layout of the proposal is largely similar save for being brought forward to create gardens and the removal of basement parking, a marginal decrease in final height as a result of the lack of basement parking and the staggering of the layout to cater for the site layout/parking provision.

RESPONSE TO PUBLICITY AND CONSULTATION

90 neighbour notifications were issued. Re-consultation was carried out after the amended design issued by the agent and the subsequent design changes set out above with the consultation period expiring on 2nd June 2014. 29 objections were received raising the following comments:

- The scheme is an improvement upon the 14 flats previously allowed.
- The site should remain in light industrial use that can serve the area.
- Density of accommodation is too much
- Three storey scale is out of keeping with the area and will obscure views of Dundry.
- The design is out of keeping with the Victorian properties in the area.
- Lack of suitable off-street parking provision and impacts upon on-street parking which is already at capacity/in high demand. Many objectors disagreed with the findings of the applicant's parking survey stating that on-street parking was regularly fully occupied causing people to park over a street away.
- The vehicular access is unsafe on this bend in the road.
- The site should be used to provide a pedestrian access to the new Southville Primary School site on Myrtle Road and will add to pedestrian highway safety conflicts in this area.
- Loss of privacy to 59 Greville Road.
- Overshadowing of surrounding properties.
- Noise from reflected sound from road.
- Query suitability of refuse collection.
- Need for confirmation of removal of asbestos [Please note that removal of asbestos is handled under various legislative controls outside of planning, but contaminated land is assessed within the key issues.]
- Additional landscaping should be provided.
- Scheme should include solar panels [This is the case and assessed within the Key Issues]
- Water and drainage should be assessed appropriately [Please note that surface water run-off is assessed under the key issues].

The following issues were raised that are not material planning considerations:

- The site should be developed for local benefit/community use/social housing in keeping with the scale of the existing properties [The application is to be assessed on its individual merits and alternatives do not form a material planning consideration]
- Creation of an additional vehicular access [While the site has been vacant for some time, with its access boarded up, it retains a vehicular access that could be returned to active use without the need for planning consent].
- Inadequate water pressure for the area [Water connections are to be agreed with the water provider].
- Require a written undertaking that boundary wall will remain, trees and utilities connections not harmed [This is a private matter between the respective landowners/utilities providers. It

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would not usually be considered proportionate/necessary to attach conditions requiring controls over such matters.]

- Inadequate notification of neighbours [90 consultation letters were issued covering adjacent occupiers and residents along Greville Road. This is in accordance with national legislation and best practice, as well as council policy on consultation.]

The BS3 Planning Group (local amenity group) raised the following issues:

"Whilst this is considered an improvement on the previously proposed scheme in terms of density, a number of issues were flagged as a concern:

1. It was not felt that the development matches the scale and tone of local residential property, and in particular the height appears inappropriate. Whilst the flats built on Myrtle Street have to some extent extinguished the view from Greville Road over to Dundry, it would appear that this will further obscure that view.
2. As Southville Primary is about to open a "satellite" site on Myrtle Street, we felt that consideration should be given to facilitate a possible pedestrian route through from Greville Road to Myrtle Street, albeit accepting that it may also require negotiations with the owners of "The Kiln" to achieve this."

The Bristol Civic Society objected on the following basis:

"Bristol Civic Society does not object to the principle of residential development on this site. We are concerned, however, that the height of the proposed houses would be harmful to the street scene as they are significantly higher than neighbouring properties. The Society is also concerned that the height of the houses would harm views towards Dundry."

COUNCILLOR COMMENTS

Councillor Tess Green (local ward councillor) objected on the following basis:

"I believe that this application represents a missed opportunity in terms of the possibility to include a public footpath along the boundary of the site to provide access to the proposed school development at Hayleigh in Myrtle Street. If it is possible to include this it would ensure safer pedestrian and cycle access to the new school site.

The height of this development, while it will hide the views of the ugly rear elevation of the flats in Myrtle Street, will also obscure the remaining views of Dundry, which are valued by local people. The vehicle access onto Greville Road is problematic and would need careful alteration in the road layout to make it safe for all road users."

OTHER COMMENTS

Contaminated Land Environmental Protection has commented as follows:-

The application site and adjacent areas have previously been subject to industrial uses including aluminium works, bottle works, brewery and clay pits. Given that the proposed end use is sensitive to contamination I recommend standard conditions B11 B12 B13 and C1 are applied to any planning consent.

Transport Development Management, City Transport has commented as follows:-

A parking space has been removed which seems to make the manoeuvres acceptable. There are some additional issues - space 4 will need setting back further into the site to allow access to the rear

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and make the parking space usable (which will also further improve the manoeuvres) and house two still has no acceptable access to their cycle parking. [updated to incorporate verbal comments since written advice on 18 March 2014]

Urban Design has commented as follows:-

No objection given largely duplicates previous allowed scheme at appeal. [Verbal comments]

Landscape has commented as follows:-

It appears that no indicative landscape drawings are submitted with the application and landscape is not mentioned within the Design and Access Statement.

The proposal should seek opportunity for structure planting including planting of additional trees, in line with the BCC policies to contribute to the enhancement of the setting of the building and the public realm.

The usual condition would be expected for hard and soft landscape proposals.

RELEVANT POLICIES

National Planning Policy Framework – March 2012**Bristol Local Plan, Adopted December 1997**

ME2	Location and Design of Developments
ME4	Controlling the Impact of Noise
ME6	Contaminated Land
M1	Transport Development Control Criteria
B2	Local Context
B5	Layout and Form
B6	Building Exteriors and Elevations
EC4	Protection: Existing Employment Opportunities

Bristol Core Strategy (Adopted June 2011)

BCS1	South Bristol
BCS5	Housing Provision
BCS8	Delivering a Thriving Economy
BCS9	Green Infrastructure
BCS10	Transport and Access Improvements
BCS13	Climate Change
BCS14	Sustainable Energy
BCS15	Sustainable Design and Construction
BCS16	Flood Risk and Water Management
BCS18	Housing Type
BCS20	Effective and Efficient Use of Land
BCS21	Quality Urban Design
BCS23	Pollution

Bristol Site Allocations and Development Management Policies (emerging)

DM1	Presumption in favour of sustainable development
DM12	Retaining valuable employment sites
DM14	The health impacts of development
DM15	Green infrastructure provision

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DM23	Transport development management
DM26	Local character and distinctiveness
DM27	Layout and form
DM28	Public realm
DM29	Design of new buildings
DM32	Recycling and refuse provision in new development
DM34	Contaminated land
DM35	Noise mitigation

Supplementary Planning Guidance

PAN 1	Residential Guidelines (November 1993)
PAN 15	Responding to Local Character - a Design Guide (1998)

KEY ISSUES**(A) IS THE PROPOSED DEVELOPMENT ACCEPTABLE IN LAND USE TERMS, DENSITY AND UNIT TYPE?**

This key issue focuses on three aspects in turn; the loss of employment floorspace, creation of residential units and the potential use of the site as a pedestrian access through to Myrtle Street for the new Southville Primary School satellite site.

Although unallocated, the application site has a long history of industrial use. The site has been vacant for approximately 7 years and for purposes of assessing proposals for re-development is regarded as previously developed or 'brownfield' land. Adopted Policy EC4 and emerging Policy DM12 that will replace this upon adoption seek to safeguard existing employment sites unless unless there is no demand for their use or continued use would have unacceptable impact upon the environmental quality of the surrounding area. Under adopted Policy EC4 this also allows for where the existing floorspace is not valuable in respect of its quality.

No marketing evidence has been supplied. The site has however remained vacant for several years, being in a poor state of repair that would require significant investment to return to a useable standard. This also retains a poor quality access for commercial vehicles. The site is therefore considered to not be valuable in respect of its quality. The surrounding area is residential in character, with the exception of Windsor House - a block of managed business uses - and further residential development has been developed on the site of the former Exmoor House adjacent to this site over the past decade. It can reasonably be argued that a light industrial use within this residential context would be more likely to give rise to conflicts with the amenity of surrounding residents than when last in active use.

Previous decisions upon this site have accepted that the loss of employment floorspace is acceptable. These concluded at the time of the last determination in 2009 that supply for the type of premises outstripped demand in the local area and that the site could not viably be redeveloped for smaller workshop uses. Marketing undertaken prior to this last application had only generated interest for changes of use for builders' storage (B8 use) or car repairs (B2 use) that would have necessitated planning consent that would likely have been resisted due to the residential environment.

While no updated marketing assessment has been provided, given the history of the site and quality of the space available officers consider that the loss of the employment floorspace should be accepted.

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The area is otherwise in residential use and the use of the site for residential development is to be encouraged. It is noted that a number of objectors have supported the creation of residential dwellinghouses in place of the previous allowed flatted scheme in this location. The site is within walking distance of a designated centre, where indicative minimum densities of 50 dwellings per hectare (dph) are sought under Policy BCS20. The scheme would have a density of 64dph. This compares with the previously allowed 14 unit scheme with a density of 179dph and is therefore considered acceptable.

The Southville ward was formed by 52% houses and 47% flats/shared accommodation (and temporary structures) at the time of the 2011 census. The proposal seeks to add additional housing and this is considered acceptable within this overall mix, and even supported in respect of the form of residential units by some objectors to the scheme.

A number of objectors have also raised concerns based on the potential for the site to be utilised as an access route to the new Southville Primary School satellite site on Myrtle Road. As referenced above, this facility is yet to gain planning consent and no such route currently exists. While enhancements to the pedestrian network are encouraged by relevant transport/movement policies, the site is not allocated within any adopted/emerging policy framework for such a connection and there is therefore no reasonable policy basis for 'safeguarding' such a connection. In any case, The Kiln has been developed to the site's rear and any route would also require access through this existing development. Officers therefore strongly advise that a reason for refusal on this basis would not be reasonable.

(B) IS THE DESIGN AND EXTERNAL APPEARANCE OF THE PROPOSED RESIDENTIAL DEVELOPMENT COMPATIBLE WITH THE SURROUNDING AREA?

The application site is located within a predominantly residential area, characterised by densely packed two-storey Victorian/Edwardian terraced properties with tiled pitched roofs and a mix of rendered, brick and stone clad external walls. The immediate surroundings of the site are, however, more mixed in character. Windsor House, located adjacent to the south-eastern boundary of the site, is a modern brick built block of serviced business units. The new developments to the south/south-west are comprised of brick, timber cladding and render.

The application site occupies a prominent location at a point where Greville Road bends sharply to the north, before continuing in a south-westerly direction towards North Street. Long range views of the site can be gained from Greville Road to the east. The break in the residential terrace on the outside of the bend is filled by the two-storey Windsor House and the single storey factory building within the application site, with the rear rendered elevation of the three storey The Kiln behind. The design of both Windsor House, Myrtle Court and The Kiln differ in many respects from the traditional style of terraced housing in the locality.

The design ethos behind the previous scheme allowed at appeal (09/01031/F) was modern in its appearance with a-symmetric pitched roof forms delineated by brick projections with a rendered elevation and strong window forms. The originally sought application design effectively re-created this with integral garages at ground level and internal layouts re-arranged for dwellinghouses. This has subsequently been amended and re-consulted upon as part of the applicants desire to reduce costs and improve thermal efficiency, resulting in a more purposed arrangement for dwellinghouse use but that still reflects the previously allowed scheme.

This now comprises of more symmetric gable fronting roofs, with the render projections continuing to roof level, a brick elevation and a pennant stone ground floor level. These all reflect materials utilised in the surrounding area. Cills and lintels are shown to reflect the stone banding/surrounds to windows within the nearby terraced housing. Details of the materials are secured by conditions within the officer recommendation.

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The scale of development remains at 3 storeys, with the relative floor heights 0.2m lower than the previous scheme due to the lack of basement parking provision and a further reduction of 0.3m atop this to ridge height (i.e. a total reduction in height of 0.5m) due to the change from an asymmetric roof form. The apparent scale of the building is somewhat softened by the use of a pennant stone plinth to reduce the vertical emphasis within the design, although this level would be largely screened by the boundary treatment around the site. The effect of the detailed design is largely similar to that of the previously allowed scheme in respect of its articulation and massing. The final aesthetic would read as visually distinct from the terraced properties in terminating the vista in place of The Kiln's rear rendered elevations, but taking visual cues in respect of its detailing and material choices.

As set out within the relevant planning history, the 2009 scheme was originally refused at committee on the basis of its scale and massing but subsequently allowed at appeal. Members will be supplied with copies of the elevational treatment and layout of this scheme. The application scheme is considered to have strong parallels with this previously allowed development and members are advised that this is a strong material consideration in assessing the current proposals.

The inspector in reaching their decision advised that they considered the scale was appropriate. They considered that the set back from the Greville Road frontage was sufficient to ensure that the greater height in comparison with the two storey houses nearby would not cause any material harm to the residential street scene, and that the comparative height differences with Windsor House were not so great so as to result in a harmful relationship. The inspector noted that the proposal would be more massive than the individual domestic properties on Greville Road. However, they considered that the overall terraced arrangements have considerable mass and the proposal would not be out of keeping with this context and that of the immediately adjacent properties of The Kiln, Myrtle Court and Windsor House which also do not reflect the small scale of individual terraced houses. The inspector noted that the proposal had been designed to break up the mass of the building into 5 separate elements, each with a pitched roof, which hints at the proportions of the terraced houses in the area. Together with the set-back position of the block, this was not considered to appear overly dominant or out of place. The inspector therefore allowed the appeal on this issue.

It is however noted that the layout of the development is somewhat different, in being set further forward by a further 2m for units 2-4 (and a corresponding reduction in depth of units by 1m due to the removal of communal circulation space located to the rear of the previous allowed scheme) to create garden areas and staggered to reflect the site layout. The agent has prepared computer generated representations of the scheme showing the comparative height of this allowed scheme outlined for comparison from views further east along Greville Road. This demonstrates that from views along Greville Road looking west towards Dundry slopes, the proposed development would not appear materially different than the previously allowed scheme in respect of its scale. This will evidently read as higher from the public realm the closer to the development, but such views are only available over The Kiln currently from some distance along Greville Road in any case. The changes from the previous allowed scheme are overall not considered to result in any material increase in scale and a reason for refusal on this basis is not considered reasonable as a result.

The change in layout from the allowed scheme does also result in the potential appearance of a 'pinch-point' between unit 2 and the site boundary with Windsor House, changing from a gap of 2.3m under the allowed scheme to 1.2m. It is noted that unit 1 remains in an identical position to the previously allowed appeal scheme and is no closer to Windsor House as a result. While this spacing is not considered ideal it is not considered materially greater than the arrangement of the previously allowed scheme.

The proposal would also now include an extensive area of hard standing to facilitate vehicular access/turning. This would reflect the current area of hard standing and scope is available for some softening landscaping towards the southern portion of the site. A detailed landscaping scheme can be secured by condition.

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Overall, BCC Urban Design have no objections on the basis that the design impacts of the scheme are not materially greater than the previously allowed development. Officers consider that, given the above assessment, this is an appropriate response and that the scheme addresses this key issue.

(C) WILL THE PROPOSED DEVELOPMENT HAVE AN ADVERSE AFFECT ON THE AMENITIES OF THE OCCUPANTS OF NEIGHBOURING OR FUTURE PROPERTIES?

Concerns have been raised by nearby residents of Greville Road over overshadowing, overlooking and noise.

No concerns are held by officers over noise impacts given the existing lawful use for light industrial use and that the proposed use is residential. Concerns over overlooking to Greville Road are not considered to be justified given principal views are directed down Greville Road, with no windows to the flank elevations above ground floor. Overshadowing was a concern under previous applications to this site however and is assessed in more detail below, as well as the relationship with The Kiln and amenity of future occupiers.

The current scheme is comparatively lower than the 2009 appeal scheme by 0.2m to eaves and 0.5m to ridge and its layout is the same distance from the properties to the north on Greville Road to three storeys and excludes the 2.5m wide two storey component within the allowed appeal scheme that was closer to these properties. A shadow analysis was undertaken for the previous 2009 appeal which showed that during the summer solstice, the proposed building would not cast any shadow over the ends of neighbouring gardens on Greville Road at any time. The diagrams showed that the most significant impact would be at 09:00 and the gardens of numbers 54, 52 and 50 Greville Road would be overshadowed by the development, with this overshadowing significantly reduced by 11:00 and no greater than that of the existing wall by 13:00. Given that the extent of overshadowing was likely to be limited to the end of the gardens during the mornings in the period around the equinoxes, it was considered unlikely to have such a significant impact on the amenity of neighbouring occupiers that it would warrant recommending refusal on these grounds. The current proposed scheme would have a reduced impact in respect of overshadowing and overbearing compared to this previous scheme due to its reduced height and officers have not required a shadow analysis be submitted as a result. A reason for refusal would not be reasonable on such grounds given that a previous scheme with a slightly greater impact was deemed acceptable.

Of more concern is the relationship with The Kiln. The previous appeal scheme was originally refused by committee due to the loss of outlook to The Kiln. The Kiln was designed with officers seeking controls on the openings and internal layout such that the redevelopment of the application site would be safeguarded. This has windows to first and second floors within its rear elevation serving bathrooms, corridors, a study/office to each floor and secondary windows to a bedroom at either end on each floor also. The Inspector in allowing the appeal of the previous 2009 scheme concluded that the impact was limited to the second floor over the existing relationship with the current building to the application site. The inspector concluded that this relationship, in respect of available light, would not be harmful and their chief concern related to the relationship between the office/study windows of The Kiln due to their floor-ceiling height and proximity to a wall directly opposite. The inspector concluded that this matter was finely balanced and that as a small room used less regularly than a living room would not be expected to have the same quality of outlook as a living room and on balance could be accepted. A condition was attached securing obscure glazed windows within the rear elevation within the appeal decision.

The application proposals would be located further from The Kiln than the previous appeal scheme and no concern is held over outlook. Officers have however raised concerns about direct views between the kitchen and study/reception room/bedroom of the proposed unit 2 to the study/office window of The Kiln as well as views from the communal corridor area into the same rooms within unit 4 Officers have therefore secured angled windows to prevent such privacy relationships resulting in

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harm to future occupiers and/or residents of The Kiln. The inspector in assessing the 2009 appeal proposals raised no concern over near identical window-window relationships between the secondary windows serving bedrooms within The Kiln and habitable rooms in the same location as to units 1 and 5 of the application proposals. Officers therefore consider that these relationships are acceptable.

The chief concern held by your officers in assessing this scheme has been the quality of the residential accommodation for future occupiers. While privacy relationships are set out above and sufficient floorspace is provided per unit for 5-7 bedspace units in accordance with Policy BCS18 and the supporting Space Standards Practice Note (at 168 sq m per unit with a standard requirement of 110 sq m as minimum), the main area of concern has been over the outlook/lighting to the rear aspect of the premises and private amenity space. It is acknowledged that the level of natural light to this area will be poor and the outlook restricted. This however serves bathrooms, utility areas and studies to ground floor, second bedrooms to first floor and the kitchen and flexible study/office/reception room/bedroom to third floor, where the outlook and lighting would be acceptable.

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The application proposals would be located further from The Kiln than the previous appeal scheme and no concern is held over outlook. Officers have however raised concerns about direct views between the kitchen and study/reception room/bedroom of the proposed unit 2 to the study/office window of The Kiln as well as views from the communal corridor area into the same rooms within unit 4. Officers have therefore secured angled windows to prevent such privacy relationships resulting in harm to future occupiers and/or residents of The Kiln. The inspector in assessing the 2009 appeal proposals raised no concern over near identical window-window relationships between the secondary windows serving bedrooms within The Kiln and habitable rooms in the same location as to units 1 and 5 of the application proposals. Officers therefore consider that these relationships are acceptable.

The previous appeal scheme attached a condition requiring obscure glazed and non-opening windows to all affected windows. This included windows serving the sole outlook to second bedrooms and kitchens. Officers consider this to be overly prescriptive in relation to ground floor level and with regard to units 2-3 by virtue of the use of angled windows and a blank flank elevation of The Kiln opposite unit 3. A condition is included within the recommendation applying to the rear elevation of units 1 and 5 at first and second floor where angled windows would not be feasible due to the resultant privacy relationship being equally harmful. The use of such a condition and relationships is considered to already have already have been defined as acceptable in this specific case under the previous appeal.

The outlook to the front of unit 1 is also limited by Windsor House but no worse than that under the previously allowed appeal scheme and so considered acceptable.

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Concern is however held over the quality of the external private amenity space, particularly for units 1-4 which would be heavily enclosed by three storey built forms. Officers consider this space to be of minimal amenity value. Public open space is located within 500m walking distance to the north-east in the form of Dame Emily Park and officers had advised that in the circumstances it would be preferable to locate the development back into the site to enable a more heavily landscaped communal frontage area. The applicant has declined on the basis of such private amenity space offering increased values and officers consider that members should effectively consider the proposals as having very low quality private amenity space.

While this would not, and has not, been encouraged the residents would have access to public parks and the previous 2009 appeal scheme was formed by 14 flatted units that had only minimal communal landscaped areas of limited amenity value also. The application scheme would however be suitable for family accommodation where greater value should be placed on such provision. The local community has expressed a greater desire for family accommodation being provided upon this site within the consultation response on this and previous schemes and this is only realistically achievable without high quality private amenity space provision given the constraints of the site. Given the availability of public open space within reasonable walking distance officers consider that this aspect of the scheme is acceptable.

The refuse storage proposed is considered to be of a suitable size and location to facilitate collection without refuse being left on the highway for collection. This will be secured by condition.

Overall, the proposal adequately addresses this key issue.

D) ARE THE PROPOSALS ACCEPTABLE IN TERMS OF TRANSPORT AND MOVEMENT FACTORS?

It is acknowledged that the area surrounding the application site is under intense pressure from local residents competing for limited on-street parking space. The proposal provides for four off-street parking spaces serving five units. Objectors have concerns over this being insufficient based on the number/size of units and have challenged the figures provided within the applicant's submitted transport statement with regards to the parking survey and car ownership.

The Transport Statement claims an average car ownership figure of 0.8 per dwelling. 2011 census data indicates this to be 0.88 per dwelling. Data at ward level covers a relatively wide area, with some properties far closer to the city centre than the application site. For comparison, car ownership within the Hamilton Road Lower Super Output Area (a geographic area of approximately 1000 people used for census collection and analysis) covering the application site is 1.05 per dwelling under the most recent 2011 census data.

Objectors have also challenged the parking survey and officers are unable to resource a detailed survey, but site visits and professional knowledge of the area, combined with resident's comments make it clear that on-street parking is regularly at capacity within the immediate locale and wider area. The area surrounding the application site forms part of a proposed Resident's Parking Scheme with formal consultation on final proposals due to take place later this year.

The maximum parking provision, set out in the appendices to the emerging Development Management Policies is 1.5 spaces per unit serving three or more bedrooms. The scheme would be within this maximum provision. The site is considered to be within a sustainable location within walking distance of the Bedminster Town Centre and public transport routes. Adequate facilities are set aside for bicycle storage, although BCC Transport have raised concerns about access through to the store for unit 2. Given that this access would be gained through a large utility area that could also double up as suitable storage if necessary, this is considered acceptable.

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BCC Transport (Development Management) Team have advised that the quantum of parking proposed is acceptable within this location, but have advised that parking space 4 requires relocating further into the site to provide sufficient width for use and this can be secured by way of a variation condition. Tracking diagrams have been supplied that demonstrate that the parking/garage spaces can be utilised successfully. For the sake of comparison the previously allowed scheme included nine car parking spaces to serve 14 one and two bedroom units and this was considered acceptable at the time.

The National Planning Policy Framework sets out that "Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe." While inconvenience will undoubtedly arise from the increase in no-street parking demand, it cannot be reasonably held that the increased in such demand would result in severe highway safety harms.

Residents also voiced considerable concerns relating to Highway Safety of the proposed development, stating that the existing access way, which is located on a bend would be insufficient. This is an existing access, that if reinstated for its existing lawful use could be used to serve commercial vehicles. Trip generation from the proposal would also be materially lower than the previously allowed 9 parking spaces for the 14 unit scheme.

Some objectors have referenced the intended opening of the Southville Primary School satellite site as increasing the highway safety risks. As set out within Key Issue A, an access through cannot be secured under this planning application or reasonably be safeguarded under the planning process. BCC Transport have advised that the intended walking bus route between the two Southville primary School sites would not pass the application site.

At the time of the previous appeal scheme, the Council had refused the application for failure to include a planning obligation package to narrow the junction of Greville Road with Upton Road to the north. The inspector concluded that this could be addressed by condition in determining the appeal. Since this time planters have been placed at this location to narrow this junction and BCC Transport have advised that such works are no longer required as a result.

Overall, the proposal adequately addresses this key issue.

E) DOES THE PROPOSAL ADEQUATELY ADDRESS SUSTAINABILITY REQUIREMENTS AND LAND CONTAMINATION?

The submitted application has incorporated a sustainability statement and energy statement that demonstrates a reduction in carbon generation of over 20% through the use of solar panels fitted to the roof of the development. This is considered acceptable.

Surface water run-off would be reduced overall, due to a reduction in site coverage of buildings/hard standing.

The site's history necessitates appropriate land contamination conditions in accordance with advice from BCC Contaminated Land.

F) WHAT IS THE COMMUNITY INFRASTRUCTURE LEVY LIABILITY?

The CIL liability for this development is £44,490.40

Development Control Committee A – 18 June 2014**Application No. 13/05801/F: Land And Buildings Lying To The South-East Of 58 Greville Road Bristol****CONCLUSION**

The application proposal is considered to be broadly established in principle by the previously allowed 2009 appeal scheme. The current scheme is considered preferable to this previous proposal by virtue of its slight reduction in height, creation of family accommodation over smaller flatted units and reduced impact in on-street parking demand. The proposal also addressed new policies introduced since this time, such as sustainability and space standards.

The scheme is however considered to result in a lower standard of residential amenity for future occupiers by virtue of outlook/lighting to the rear elevation and limited window-window relationships due to the number of effected rooms. This is however considered, on balance, to be not materially worse than the relationships established under the previous 2009 appeal scheme based upon the proximity to public open space, the internal layout and use of angled windows to remove key harmful views.

RECOMMENDED GRANT subject to condition(s)**Time limit for 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 Act 2004.

Pre commencement condition(s)

2. 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, 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).

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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 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.

3. 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 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 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.

4. 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 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. Submission and approval of landscaping scheme

No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of hard and soft landscaping, which shall include manufacturer's details of all hard landscaping treatments, the location and details of the materials of any new boundary treatments, indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection, in the course of development. The approved scheme shall be implemented so that planting can be carried out during 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

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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.

6. Submissions of samples before specified elements started

Samples of the following, except where stated, 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.

- a) Render
- b) Pennant stone
- c) Brick
- d) Material to lintels/cills
- e) Roofing material
- f) Manufacturers details of all doors and windows
- g) Manufacturers details of garage doors
- h) Manufacturers details of juliet balconies

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

7. Variations to the scheme

No development shall take place until detailed drawings showing a revised parking layout, such that the parking space to the driveway area is located further into the garden of unit 5 to provide 2.9m width from the boundary whilst maintaining a pedestrian access to the garden of unit 5, have been submitted to and approved in writing by the Local Planning Authority. This part of the development shall be completed only in accordance with the modification thus approved.

Reason: The parking layout is considered unsatisfactory in the form shown on the drawings submitted to date and this aspect of the scheme should be modified to ensure an acceptable form of development.

Pre occupation condition(s)

8. Completion of vehicular access - Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the means of vehicular access has been constructed and completed in accordance with the approved plans and the said means of vehicular access shall thereafter be retained for access purposes only.

Reason: In the interests of highway safety.

9. 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 2; and where remediation is necessary a

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remediation scheme must be prepared in accordance with the requirements of Condition 3 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 4.

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.

10. Implementation/installation of refuse storage and recycling facilities - shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the refuse store, and area/facilities allocated for storing of recyclable materials, as shown on the approved plans have been completed in accordance with the approved plans. 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.

11. 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.

12. Completion and maintenance of car/vehicle parking - shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the car/vehicle parking area as agreed under condition 7 has been completed, and thereafter, the area shall be kept free of obstruction and available for the parking of vehicles associated with the development

Reason: To ensure that there are adequate parking facilities to serve the development.

13. Sustainability

The proposal shall be carried out in accordance with the approved sustainability statement, including the installation of solar panels prior to the first occupation of the development hereby approved.

Reason: In order to reduce the development's carbon generation and energy demand.

Development Control Committee A – 18 June 2014**Application No. 13/05801/F: Land And Buildings Lying To The South-East Of 58 Greville Road
Bristol****Post occupation management**

14. Non opening and obscured glazed window

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and/or re-enacting that Order) the proposed windows to the rear west-facing elevation to units 1 and 5 at first and second floor shall be non-opening and glazed with obscure glass to a specification to be agreed with the Local Planning Authority and shall be permanently maintained thereafter as non-opening and obscure glazed.

Reason: To safeguard the amenities of the adjoining premises from overlooking and loss of privacy.

List of approved plans

15. 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.

P-100 Location Plan, received 18 December 2013
 P-200 Existing site massing plan, received 18 December 2013
 P-300D Proposed site massing plan, received 14 May 2014
 P-500 Site photographs, received 18 December 2013
 P-600 Internal site photographs, received 18 December 2013
 P-700D Proposed ground floor plan, received 14 May 2014
 P-800D Proposed first floor plan, received 14 May 2014
 P-900D Proposed second floor plan, received 14 May 2014
 P-1000D Proposed roof plan, received 14 May 2014
 P-1100D Proposed front elevation, received 14 May 2014
 P-1200D Proposed rear elevation, received 14 May 2014
 P-1300D Proposed side elevation, received 14 May 2014
 P-1400D Proposed streetscene front elevation, received 14 May 2014
 Solar panel details, received 18 December 2013
 1261/0002 Existing elevations, received 18 December 2013
 1261/0003 Existing elevations, received 18 December 2013
 1261/0004 Existing elevations, received 18 December 2013
 1309-33_FIG 3.1F Proposed parking tracking, received 15 May 2014

Reason: For the avoidance of doubt.

BACKGROUND PAPERS

Contaminated Land Environmental Protection	14 February 2014
Transport Development Management, City Transport	18 March 2014
Urban Design	14 May 2014
Landscape	28 January 2014

Location Plan **1:1250**
5 No Proposed Town Houses on the existing Light Industrial Warehouse site at 58A Greville Road Southville Bristol BS3 1LL



Outline of proposed site described in red line
Centre Coordinates: Easting: 357 815 m and Northing: 171 557 m
Site Address: 58A Greville Road Southville Bristol BS3 1LL



Revision A February 2014 Revised Updated Location Plan Drawing
 job no: 3613: Greville Road date: September 2013 scale: 1:1250
 drg no: P-100 drawn: FG Location Plan
 GHAI DAN ARCHITECTS : ARCHITECTS PLANNERS DESIGNERS

The Blue House @ The Eagle Bell Hill Bristol BS16 1BE Tel: 0117 9412377



Aerial image looking south (© BlomPictometry 2012)



Application site from Greville Road. Ends of terraces to this portion of Greville Road can be seen as well as Windsor House to left of site and The Kiln beyond (white rendered building).



View of application site from further along Greville Road showing views over The Kiln to Dundry slopes beyond.



View of Windsor House with application site to right/beyond. The Kiln and rooflights to Myrtle Court beyond can be seen also.



Rear of properties on other section backing onto application site with Windsor House beyond.



View from access along Greville Road to junction with Upton Road.

**Context: Photographs of Existing
Internal Photographs of the Existing Site**

Site Address: No 58A Greville Road Southville Bristol BS3 1LL

**Context: Photographs of Existing Greville Road Housing
Internal Photographs of the Existing Site**

Site Address: No 58A Greville Road Southville Bristol BS3 1LL



job no: 3613: Greville Road date: September 2013 Issued To Accompany the Full Planning Application
drg no: P-600 taken: FG drg title: Internal Photographs of the Existing Site
GH Aidan Architects : Architects Planners Designers

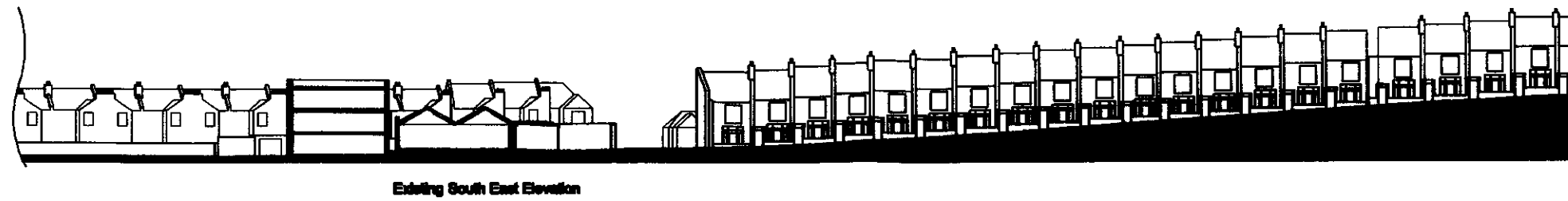
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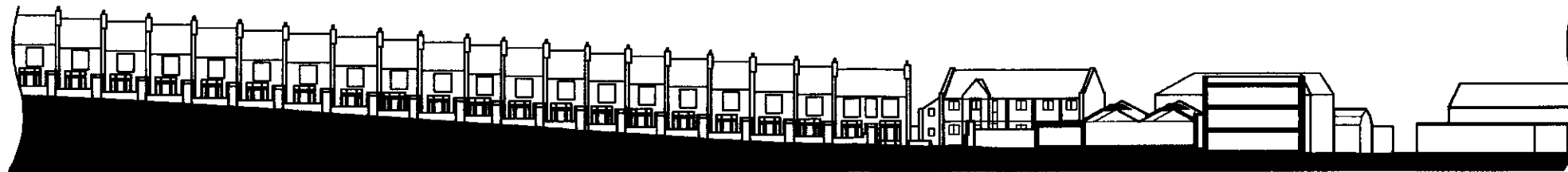
job no: 3613: Greville Road date: September 2013 Issued To Accompany the Full Planning Application
drg no: P-600 taken: FG drg title: Internal Photographs of the Existing Site
GH Aidan Architects : Architects Planners Designers

The Blue House @ The Bell

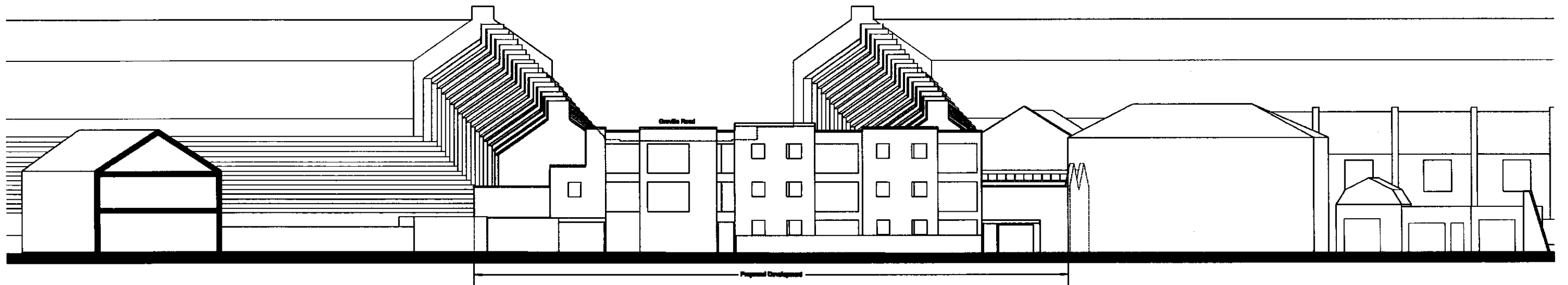
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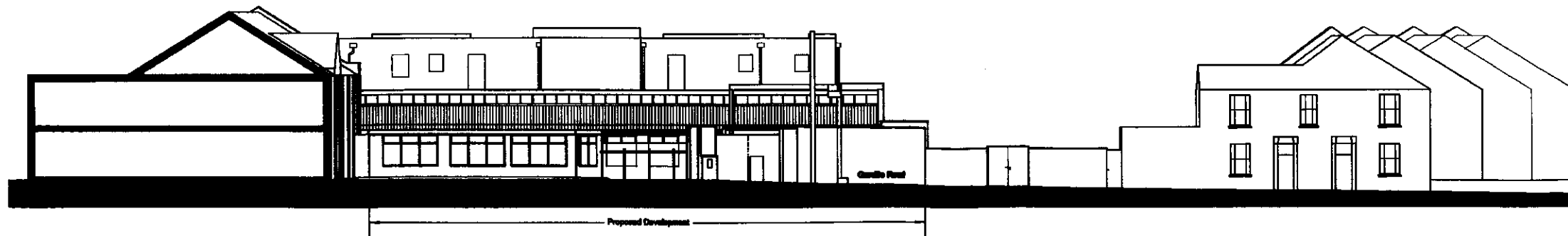
Existing South East Elevation



Existing North West Elevation



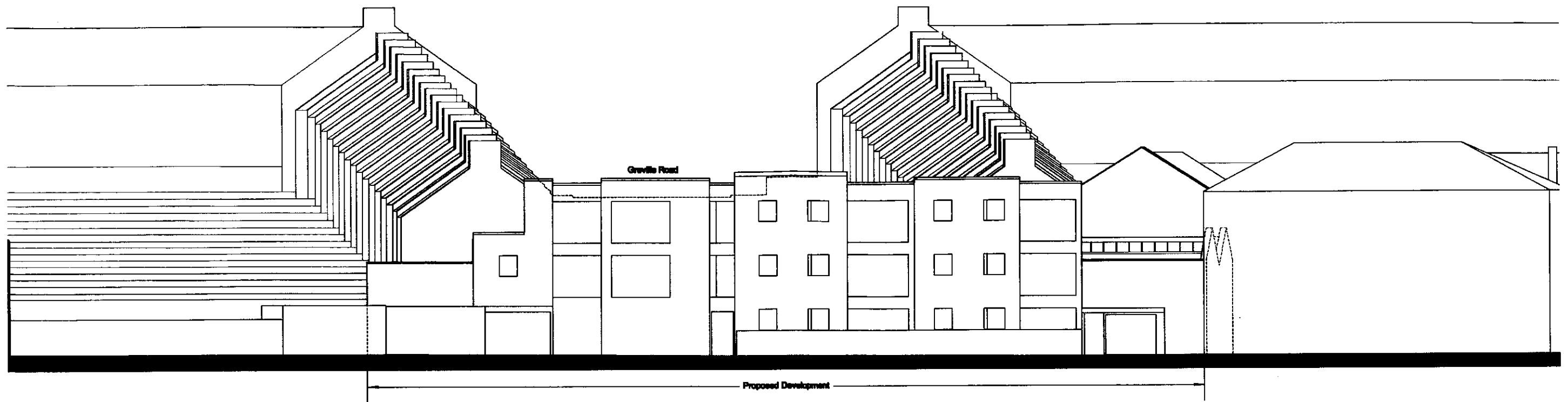
Existing South West Elevation (A-A)



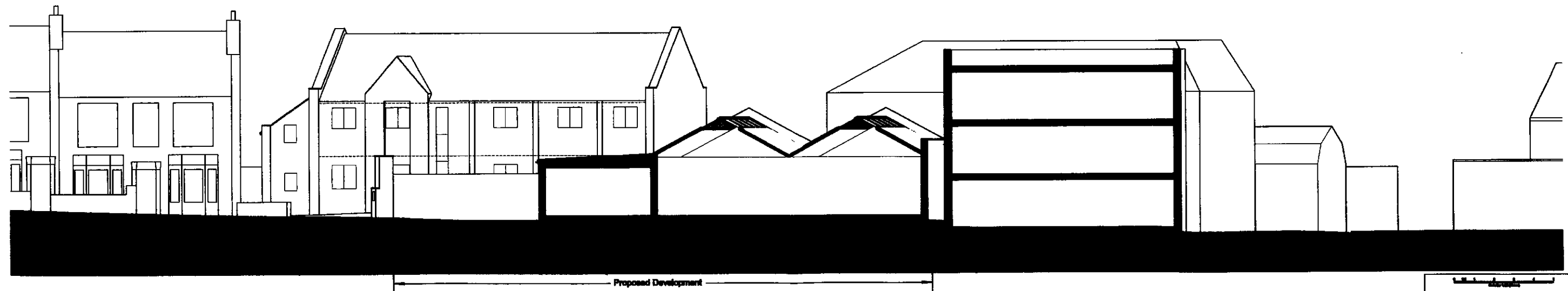
Existing North East Elevation (C-C)

This existing elevation has been taken from the Planning Portal. This drawing was prepared by others, not by Ghaidan Architects, to accompany the previous Planning Application which was approved for this site. This drawing is enclosed for information only.

Custom Design Chartered Architects 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000		
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TITLE Existing Elevations		
Scale 1:200 & 1:250	Drawn By M. HARRISON	Date 06-03-08
Job Ref No. 1201/08		Rev Rev
© Custom Design		



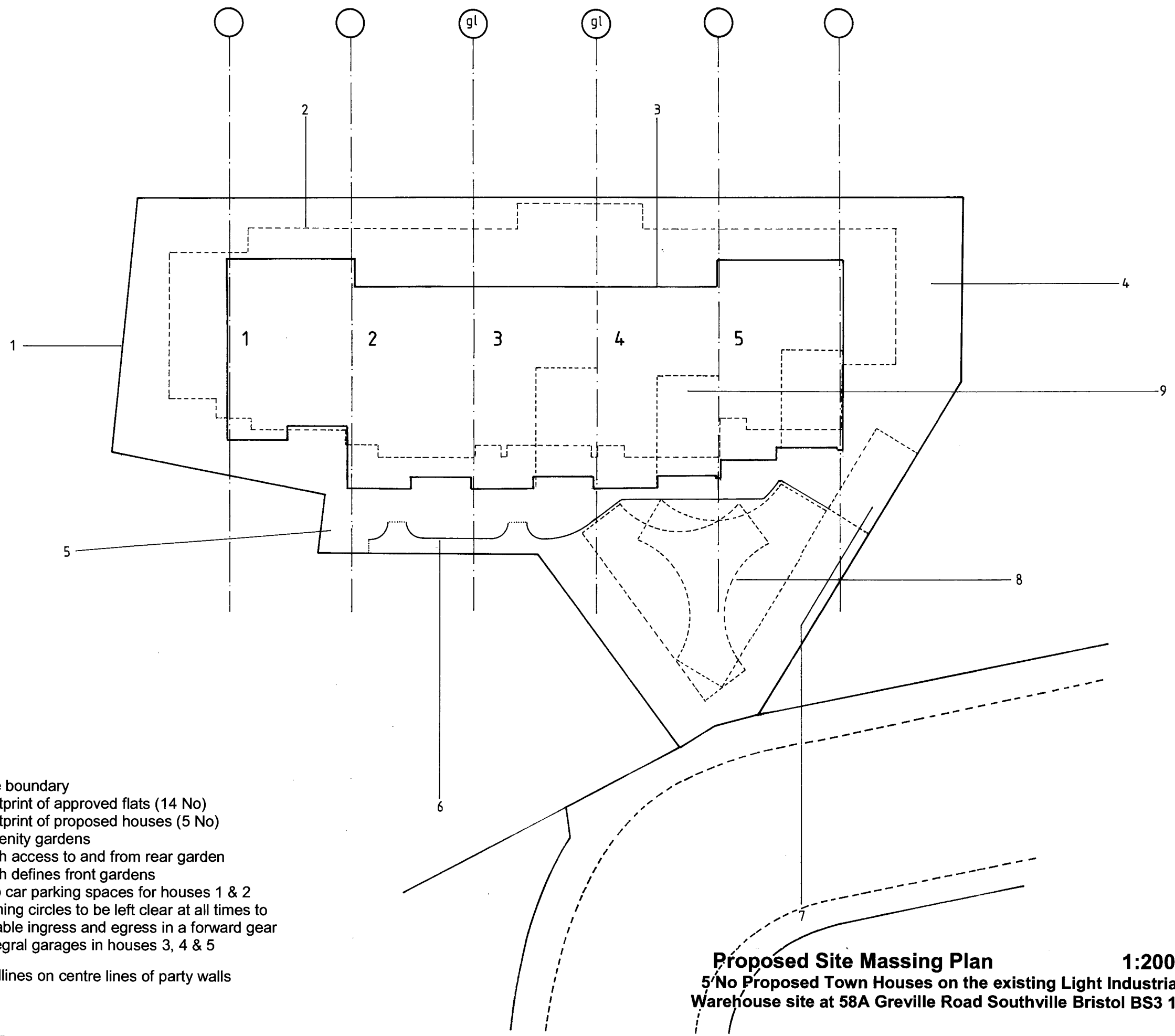
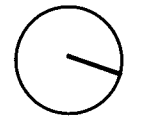
Existing South West Elevation (A-A)



Existing North West Elevation (B-B)

This existing elevation has been taken from the Planning Portal. This drawing was prepared by others, not by Ghaidan Architects, to accompany the previous Planning Application which was approved for this site. This drawing is enclosed for information only.

<p>Client Ghaidan Architects 100 Greville Road London W12 7LJ</p>		
<p>Project 100 Greville Road London W12 7LJ</p>		
<p>Title Existing South West & North West Elevations</p>		
<p>Scale 1:100</p>	<p>Drawn By M. BARRINGTON</p>	<p>Date 03-05-20</p>
<p>Job No. 100/20</p>	<p>Rev 01</p>	
<p>© Ghaidan Architects</p>		



- 1 site boundary
- 2 footprint of approved flats (14 No)
- 3 footprint of proposed houses (5 No)
- 4 amenity gardens
- 5 path access to and from rear garden
- 6 path defines front gardens
- 7 two car parking spaces for houses 1 & 2
- 8 turning circles to be left clear at all times to enable ingress and egress in a forward gear
- 9 integral garages in houses 3, 4 & 5

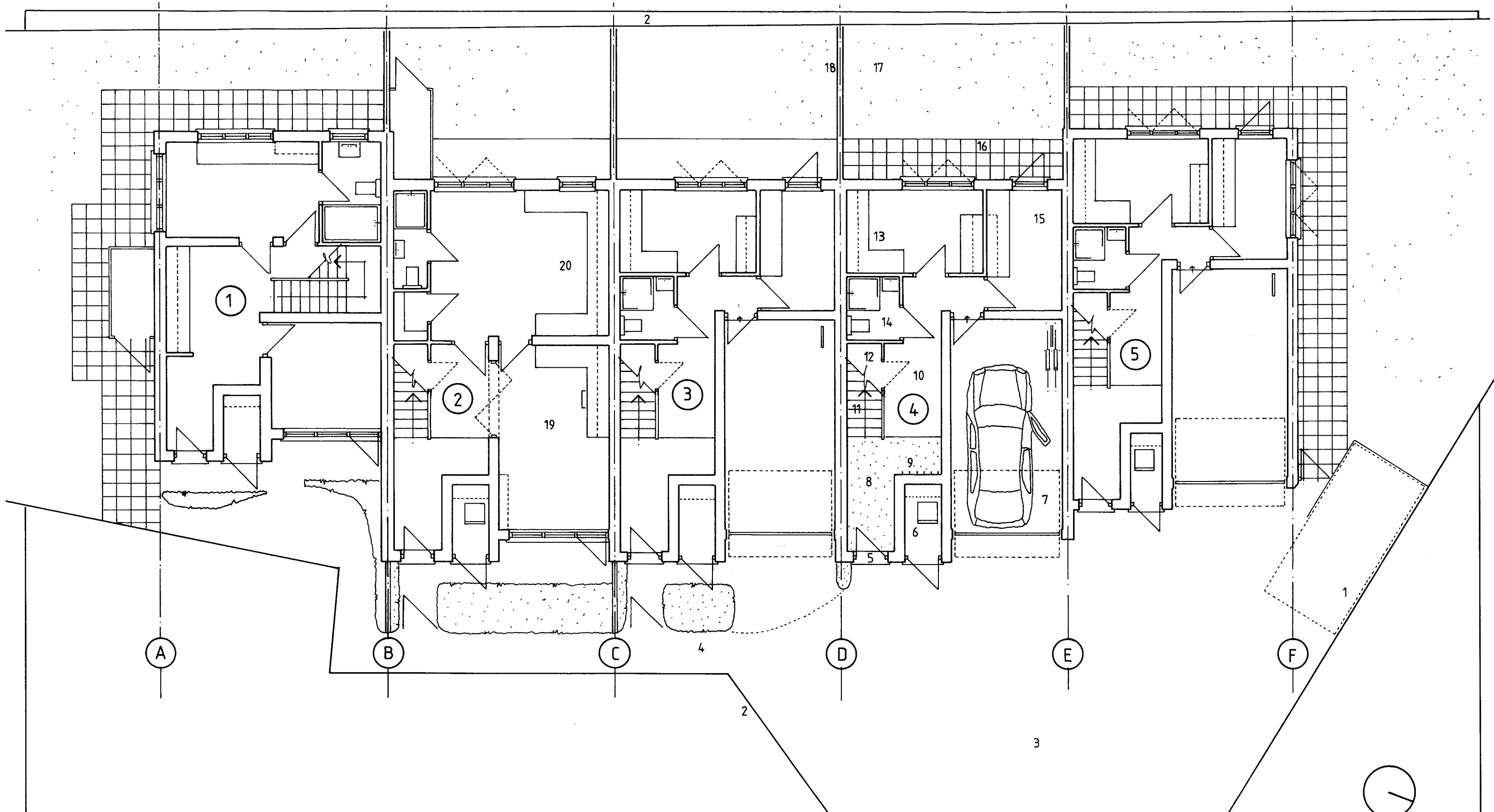
- gl gridlines on centre lines of party walls

Proposed Site Massing Plan 1:200
5'No Proposed Town Houses on the existing Light Industrial Warehouse site at 58A Greville Road Southville Bristol BS3 1LL

Revision D May 2014 Amendments following discussions with Planning Department
Revision C February 2014 The entrance mouth with Greville Road shown
Revision B February 2014 Unit 1 is set back to increase the gap with the boundary
Revision A February 2014 Slight amendments: Planning Officer Discussions
job no: 3613; Greville Road date: September 2013 scale: 1:200

drg no: P-300 drawn: FG Proposed Site Massing Plan
GH Aidan Architects Architects Planners Designers

The Blue House @ The Bell Bell Hill Bristol BS16 1BE Tel: 0117 9412377



Ground Floor Plan: Greville Road: 1:100
58A Greville Road, Southville, Bristol, BS3 1LL

Revision D May 2014 Amendments following discussions with Planning Department
 Revision C February 2014 Unit 1 handed: rooms now overlook side garden
 Revision C February 2014 Site boundary extended up to the road junction
 Revision B February 2014 Unit 1 is set back to increase the gap with the boundary
 Revision A February 2014 Slight amendments: Planning Officer Discussions

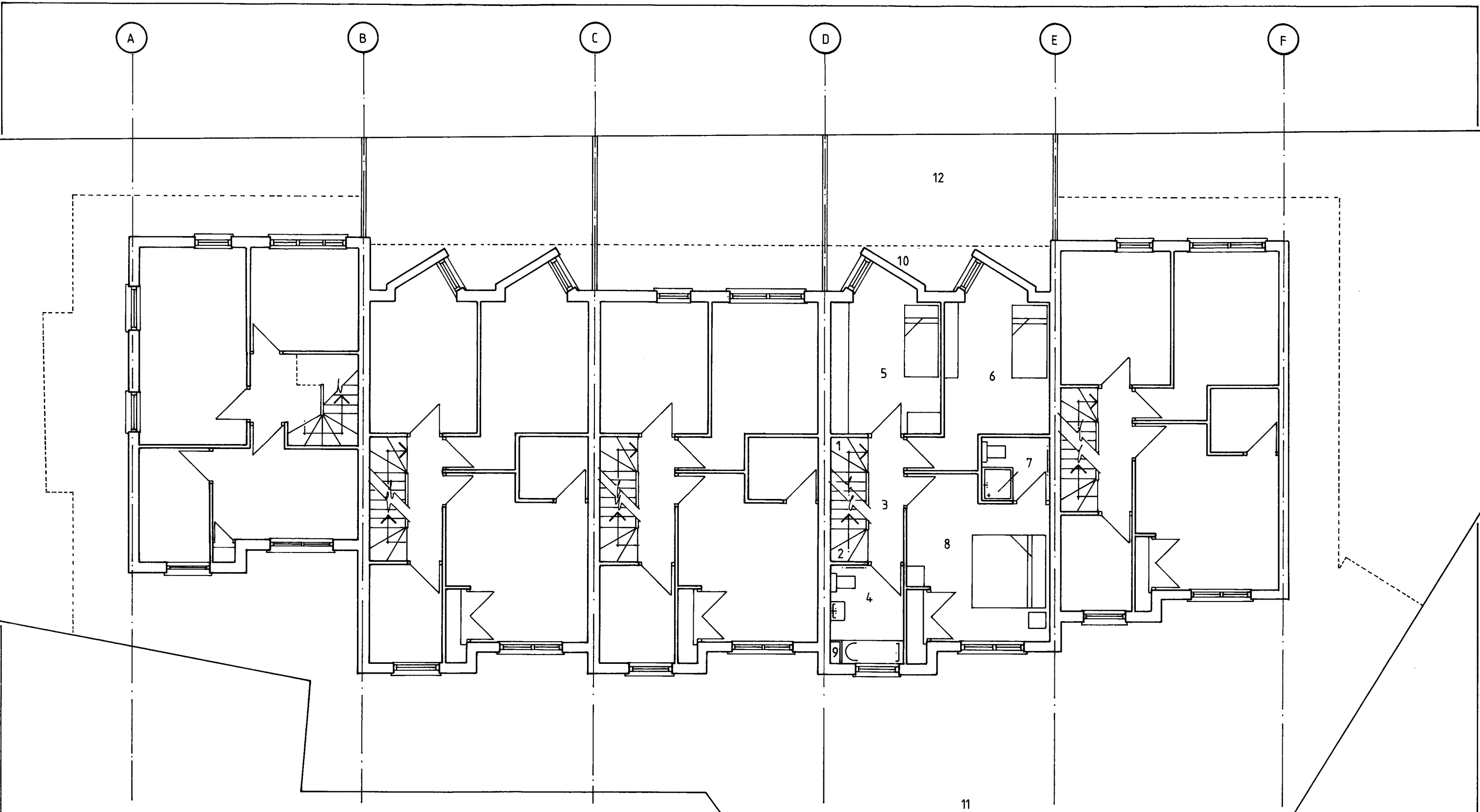
job no: 3613: Greville Road date: September 2013 scale: 1:100

drg no: P-700 drawn: FG Proposed Ground Floor Plan

GHAIDAN ARCHITECTS : ARCHITECTS PLANNERS DESIGNERS

The Blue House @ The Bell Bell Hill Bristol BS16 1BE Tel: 0 117 9412377

1 car parking for houses 1 or 2 2 site boundary 3 turning circle area: will be left clear at all times to enable ingress and egress in a forward gear: refer to TPA's tracking diagrams 4 path defines front gardens 5 front door 6 bin store 7 integral garage with cycle storage for two bicycles 8 matwell 9 coats and hats 10 hall 11 stairs up to first floor 12 storeroom 13 office / study with sliding folding doors 14 shower room 15 utility / laundry / services 16 rear patio 17 rear gardens 18 boundary walls 19 home office with separate access door in 20 kitchenette for office and utility / laundry / services room 21 Greville Road carriageway



Revision D May 2014 Amendments following discussions with Planning Department

First Floor Plan: Greville Road: 1:100
58A Greville Road, Southville, Bristol, BS3 1LL

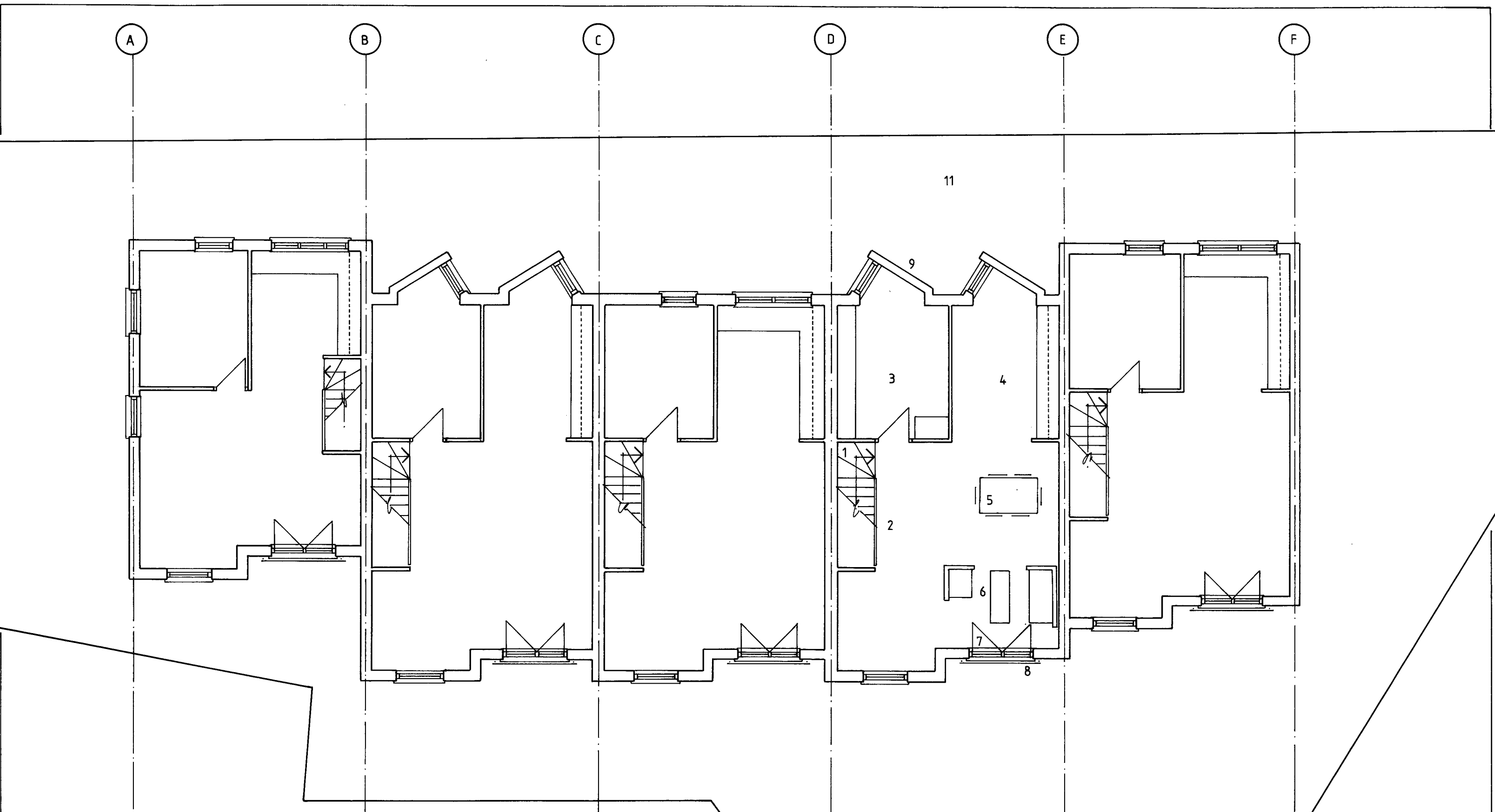
job no: 3613: Greville Road date: September 2013 scale: 1:100

drg no: P-800 drawn: FG Proposed First Floor Plan

G H A I D A N A R C H I T E C T S : A R C H I T E C T S P L A N N E R S D E S I G N E R S

The Blue House @ The Bell Bell Hill Bristol BS16 1BE Tel: 0117 9412377

- 1 stairs up from ground floor 2 stairs up to second floor 3 first floor galleried landing
- 4 family bathroom 5 bedroom one 6 bedroom two 7 en-suite bathroom
- 8 bedroom three 9 service riser / svp 10 splayed oriel windows direct views away from any overlooking towards The Kiln
- 11 front driveway below 12 rear gardens



Revision D May 2014 Amendments following discussions with Planning Department

Second Floor Plan: Greville Road: 1:100
58A Greville Road, Southville, Bristol, BS3 1LL

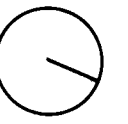
job no: 3613: Greville Road date: September 2013 scale: 1:100

drg no: P-900 drawn: FG Proposed Second Floor Plan

G H A I D A N A R C H I T E C T S : A R C H I T E C T S P L A N N E R S D E S I G N E R S

The Blue House @ The Bell Bell Hill Bristol BS16 1BE Tel: 0117 9412377

- 1 stairs up from first floor 2 landing at second floor 3 multi purpose room: study / separate living room / separate dining room / 4th bedroom 4 kitchen 5 dining area 6 lounge 7 glazed double doors inward opening 8 juliet balcony 9 splayed oriel windows direct views away from any overlooking towards The Kiln 10 front driveway below 11 rear gardens below





1 Front forecourt area with space for turning circles to enable the cars to enter and leave the site in a forward gear 2 Up and over remote controlled garage doors 3 Front door 4 Bin store door 5 Pennant stone base 6 Fair faced brickwork 7 Double glazed windows 8 K-render through colour render 9 Bargeboards to verges 10 Double Roman roof tiles 11 Juliet balcony 12 Obscured windows to bathrooms

Revision D May 2014 Amendments following discussions with Planning Department
 Revision C February 2014 Unit 1 handed: rooms now overlook side garden
 Revision C February 2014 Site boundary extended up to the road junction
 Revision B February 2014 Unit 1 is set back to increase the gap with the boundary
 Revision A February 2014 Slight amendments: Planning Officer Discussions

**Proposed Front Elevation Greville Road
 58A Greville Road, Southville, Bristol, BS3 1LL**

job no: 3613: Greville Road date: September 2013 scale: 1:100
 drg no: P-1100 drawn: FG Proposed Front Elevation

GHAIDAN ARCHITECTS : ARCHITECTS PLANNERS DESIGNERS

The Blue House @ The Bell Bell Hill Bristol BS16 1BE Tel: 0 117 9412377



1 Rear Courtyard gardens 2 Glazed door to rear office / study 3 Sliding / folding doors to service / laundry / utility room 4 Double glazed windows 5 K-render, or equivalent, through colour render 6 Oriel window panels directs views obliquely 7 Rain water downpipe 8 Boundary garden wall 9 Bargeboards to verges 10 Valley gutters between houses 11 Double roman roof tiling

Proposed Rear Elevation Greville Road
58A Greville Road, Southville, Bristol, BS3 1LL

Revision D May 2014 Amendments following discussions with Planning Department

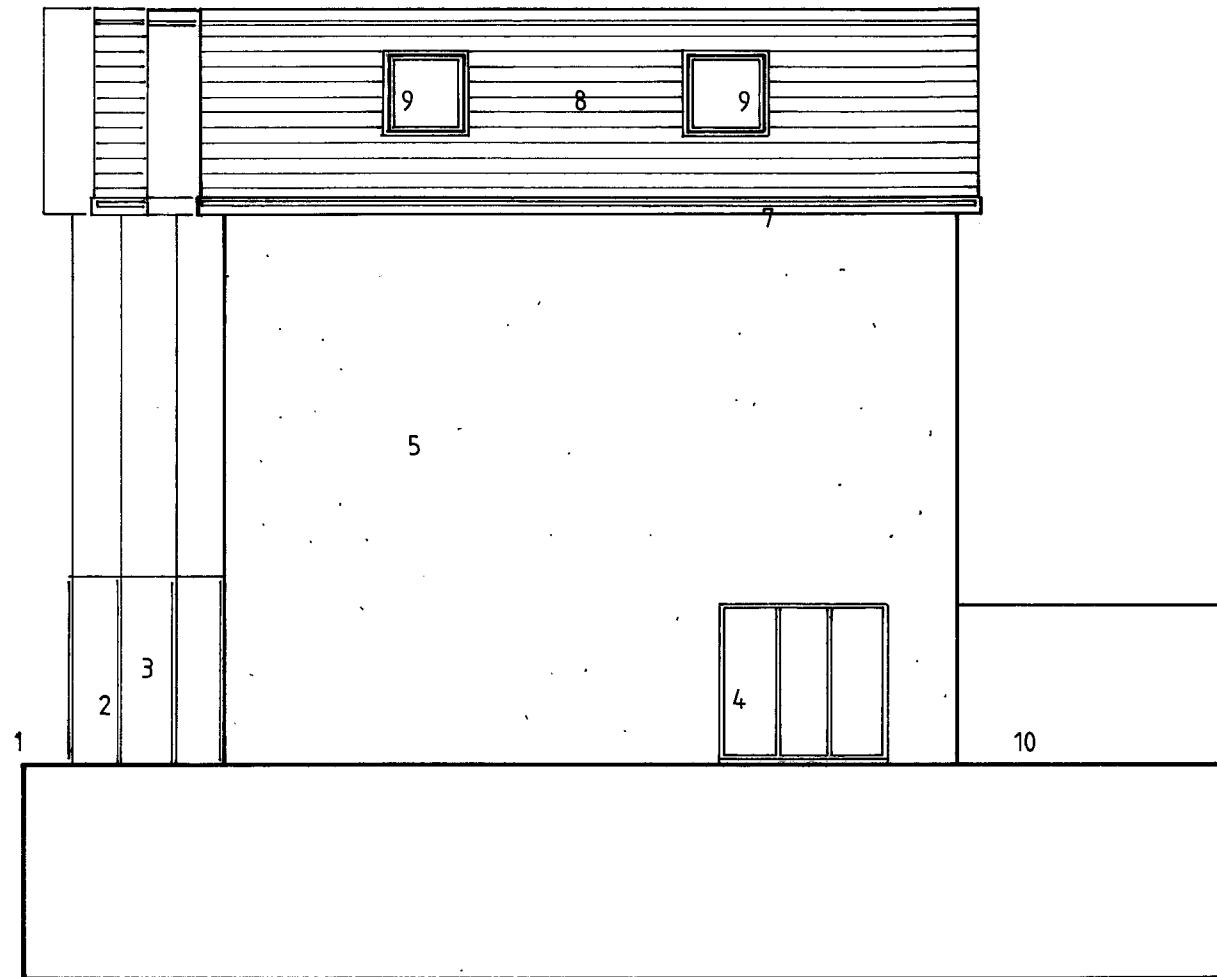
job no: 3613: Greville Road date: September 2013 scale: 1:100

drwg no: P-1200 drawn: FG Proposed Rear Elevation

GHAIDAN ARCHITECTS : ARCHITECTS PLANNERS DESIGNERS

The Blue House @ The Bell Bell Hill Bristol BS16 1BE Tel: 0117 9412377

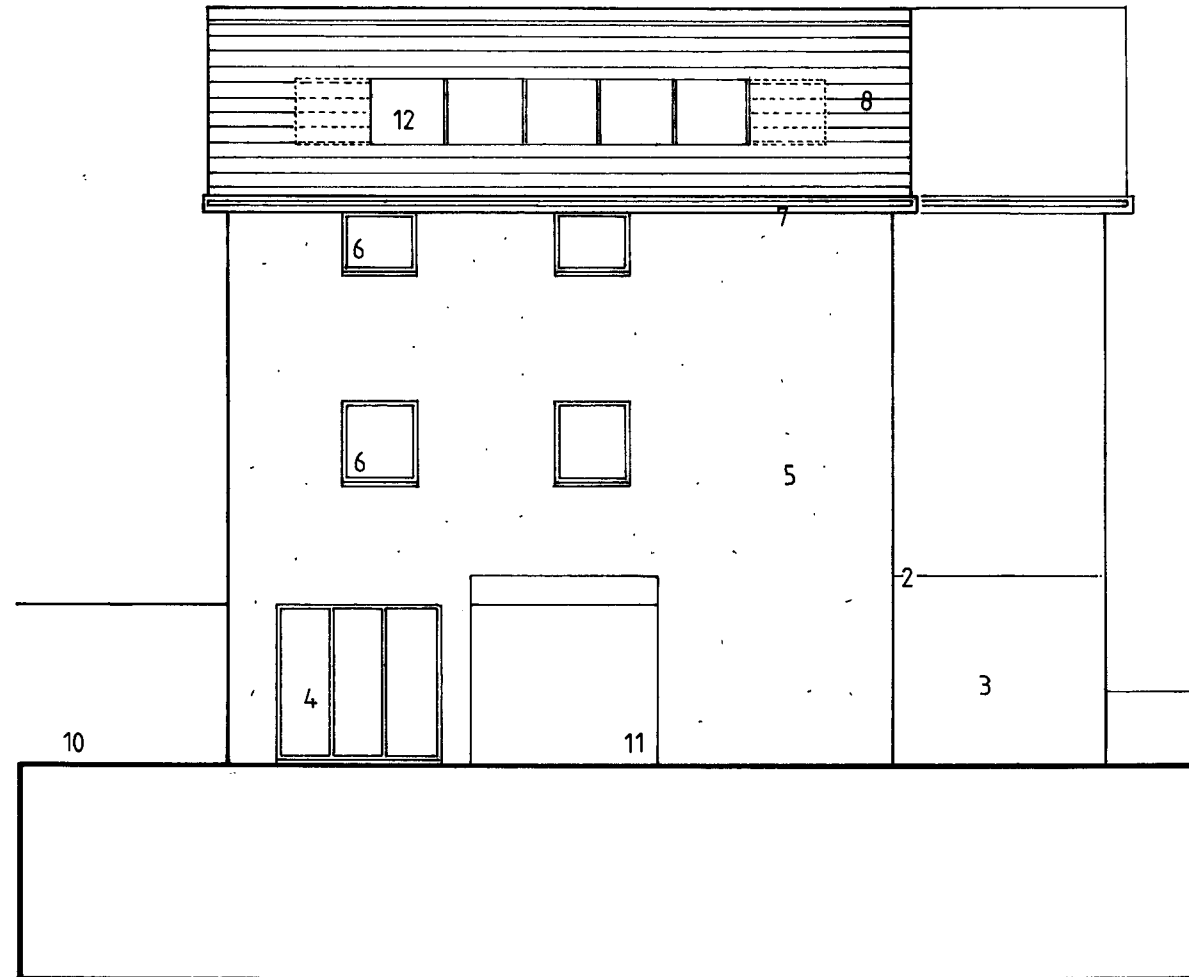
Proposed North West Elevation



Proposed Side Elevations Greville Road 58A Greville Road, Southville, Bristol, BS3 1LL

1 Front forecourt 2 Front elevation 3 Pennant stone base to front elevation
4 Sliding folding doors to side elevations on the ground floor 5 K-render, or equivalent,
through colour render 6 Double glazed windows 7 Perimeter gutters 8 Double
roman roof tiles 9 Velux rooflights 10 Rear courtyard gardens 11 Bicycle store in
a covered and lockable enclosure within the rear garden 12 Photovoltaic solar panels
min 7 sqm as described in accompanying sustainability statement with potential for
additional panels shown dashed

Proposed South East Elevation





**Proposed Streetscene of the Front Elevation
58A Greville Road, Southville, Bristol, BS3 1LL**

Revision D	May 2014	Amendments following discussions with Planning Department
Revision C	February 2014	Revised first floor windows
Revision B	February 2014	Fenestration pattern amended to front elevation
Revision A	February 2014	Slight amendments: Planning Officer Discussions

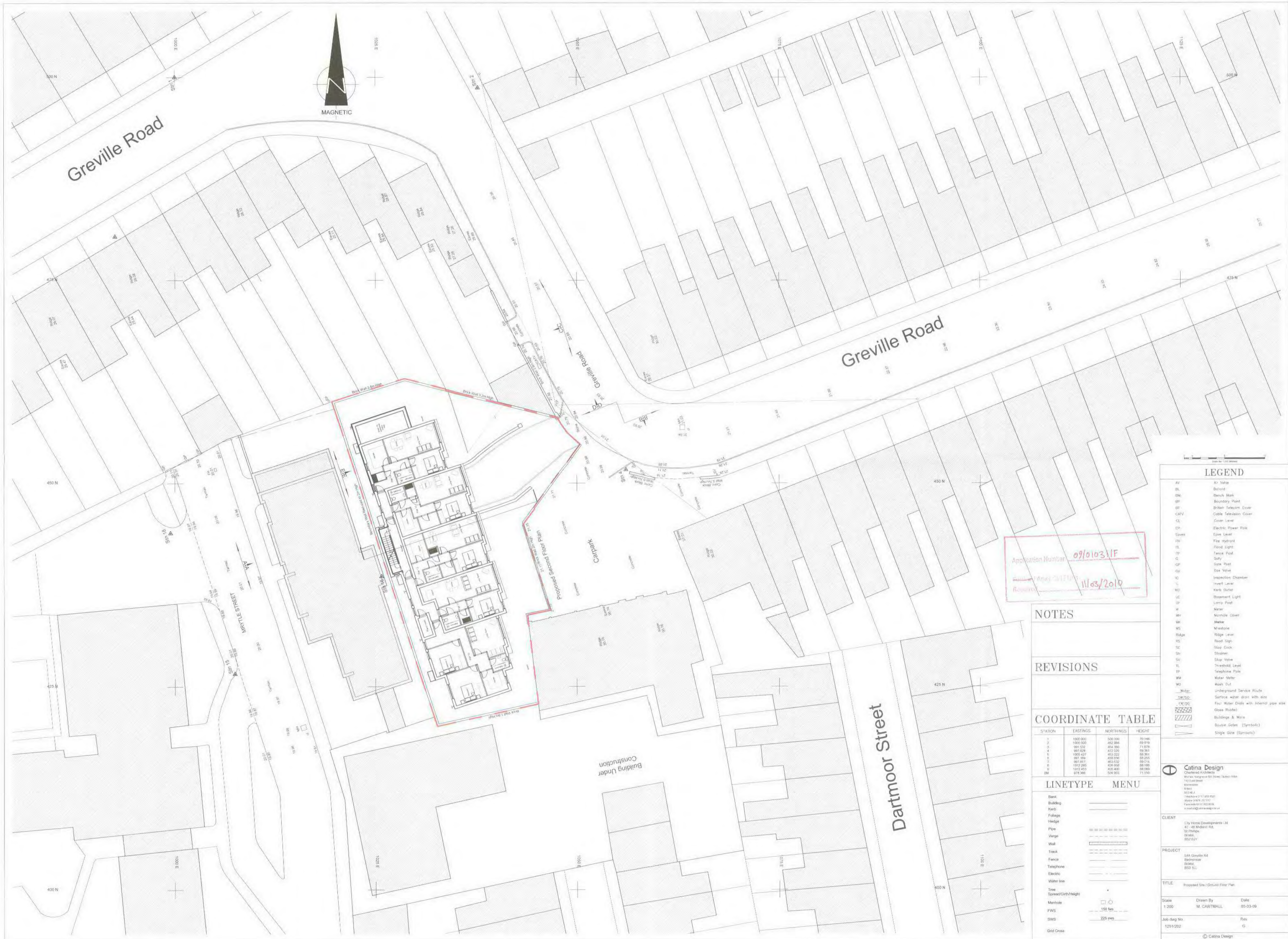
job no: 3613: Greville Road date: September 2013 scale: 1:100

drg no: P-1400 drawn: FG Proposed Streetscene Front Elevation

GHAIDAN ARCHITECTS : ARCHITECTS PLANNERS DESIGNERS

The Blue House @ The Bell Bell Hill Bristol BS16 1BE Tel: 0117 9412377





Application Number 09/0103/1F
 Received Date 11/03/2010

LEGEND

- AV Air Valve
- BL Barbed
- BM Bench Mark
- Boundary Point
- BT Broken Telecom Cover
- CATV Cable Television Cover
- CL Cover Level
- EP Electric Power Pole
- EV Eave Level
- FI Fire Hydrant
- FL Flood Light
- FT Fence Post
- G Gully
- GP Gate Post
- GV Gas Valve
- IC Inspection Chamber
- IL Street Lane
- WO Waste Outlet
- LC Basement Light
- LP Lamp Post
- M Manhole Cover
- MA Manhole
- MS Manhole
- RL Ridge Level
- RS Road Sign
- SC Slope Cook
- SH Shower
- SV Slope Valve
- TL Threshold Level
- TP Telephone Pole
- WM Water Meter
- WO Waste Out
- UR Underground Service Route
- SR Surface water drain with side
- FR Water Drain with internal pipe side
- GR Glass Roofed
- BR Buildings & Walls
- DR Double Gates (Symbolic)
- SG Single Gate (Symbolic)

NOTES

REVISIONS

COORDINATE TABLE

STATION	EASTINGS	NORTHINGS	HEIGHT
1	1002.000	500.000	70.146
2	1000.000	492.884	69.919
3	991.532	484.380	71.879
4	990.026	477.550	69.881
5	1005.437	463.022	68.381
6	991.184	450.794	68.254
7	997.817	463.632	69.074
8	1002.260	476.768	68.460
9	1017.475	491.400	68.069
10	975.368	506.953	71.100

LINETYPE MENU

- Bank
- Bulkhead
- kerf
- Foliage
- Hedge
- Pipe
- Verge
- Wall
- Track
- Fence
- Telephone
- Electric
- Water line
- Tree
- Street/Cl/Height
- Manhole
- POSS
- SWIS
- Grid Cross

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 Chartered Architects
 142 West Street
 Dunedin
 9013 M.J.
 Phone: +64 3 477 400 0
 Fax: +64 3 477 4111
 Email: info@catinadesign.co.nz

CLIENT
 City Home Developments Ltd
 67-69 Midland Rd
 St Philips
 Dunedin
 9013 M.J.

PROJECT
 55A Greville Rd
 Basement
 Block
 BS3 TL

TITLE
 Proposed Site / Ground Floor Plan

Scale 1:200 **Drawn By** M. CARTMALL **Date** 05-03-09

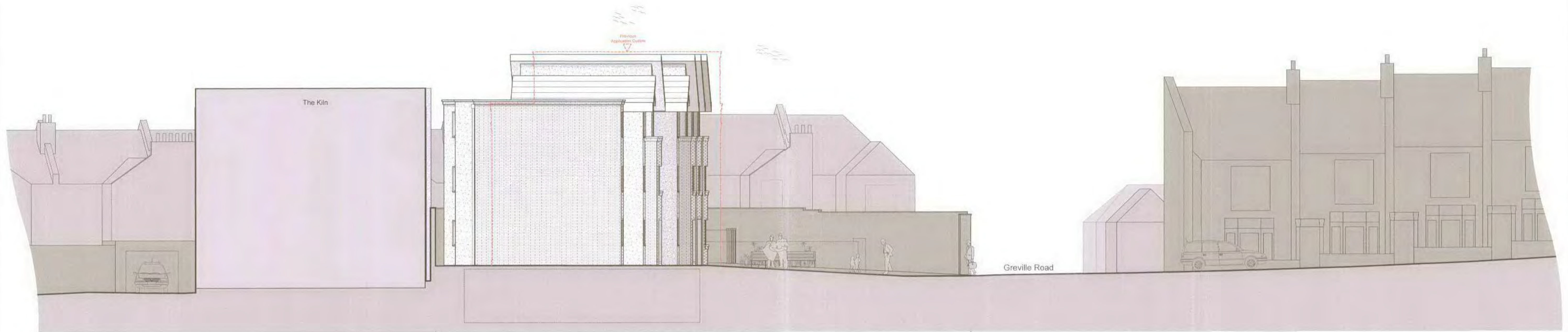
Job/dwg No 1251/202 **Rev** 0

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Proposed North East Elevation



Proposed North East Elevation (C-C)



Proposed South East Elevation (D-D)



Application Number 09/01031/E
 Received 11/03/2010

Q	04.01.10	Make previous scheme outline clearer.
F	19.11.09	Revised Roof Line
Catina Design 17 Church Road 100 High Street, Bournemouth, Dorset, BH1 1AA Tel: 01202 511111 Fax: 01202 511112 Email: info@catinadesign.co.uk		
CLIENT City Home Developments Ltd 40, 40 Millers Rd St Philips, Bristol, BS2 0LY		
PROJECT 35A Greville Rd Bournemouth Bristol, BS3 1LL		
TITLE Proposed North East & South East Elevations (in Context)		
Scale	Drawn By	Date
1:100	M. CARTMALL	05-05-09
Job dwg No.		Rev
1291/209		0
© Catina Design		



Appeal Decision

Site visit made on 17 February 2011

by JP Roberts BSc(Hons), LLB(Hons), MRTPI

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 7 March 2011

Appeal Ref: APP/Z0116/A/10/2140214

58a Greville Road, Bristol BS3 1LL

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr Michael Nangreave against the decision of Bristol City Council.
 - The application Ref 09/01031/F, dated 30 March 2010, was refused by notice dated 27 October 2010.
 - The development proposed is the change of use from light industrial warehouse to residential 3 storey development, consisting of 14, 1 and 2 bedroom apartments. On-site parking to be provided.
-

Application for costs

1. An application for costs was made by the appellant against the Council. This application is the subject of a separate Decision.

Decision

2. The appeal is allowed, and planning permission is granted for the change of use from light industrial warehouse to residential 3 storey development, consisting of 14, 1 and 2 bedroom apartments with on-site parking to be provided at 58a Greville Road, Bristol BS3 1LL in accordance with the terms of the application, Ref 09/01031/F, dated 30 March 2010, subject to the conditions listed in the Annex to this decision.

Main Issues

3. The Council has no objection to the loss of the employment use of the site. The premises are in poor physical condition and evidence has been submitted to show that marketing of the site has been fruitless. I see no reason to disagree. Accordingly, the main issues are:
 - i) the effect of the proposal on the character and appearance of the surrounding mainly residential area;
 - ii) the effect of the proposal on the living conditions of occupiers of The Kiln, with particular regard to outlook and loss of light;
 - iii) the implications of the proposal for highway safety, and
 - iv) whether the proposal makes satisfactory provision for infrastructure necessary to serve the development.

Reasons

Character and appearance

4. The appeal site is occupied by a dilapidated industrial building located on a right-angled corner of Greville Road. Abutting the site to the south is a 2 storey office block, Windsor House, but all the other neighbouring land is in residential use. Two-storey terraced housing in the winding Greville Road lies to the north and east, whilst three storey blocks of flats in The Kiln and Myrtle Court, accessed from Myrtle Road, abut the south and west side of the site.
5. The proposed block of flats would have three storeys, and thus would be higher than the nearby two storey office block and terraced housing. However, the height would not be greatly different from that of The Kiln; although that property has a flat roof, the proposal would incorporate a series of pitched roofs, the peaks of which would be slightly higher than The Kiln, but the valleys would be lower. The use of pitched roofs reflects the domestic context of the site, where pitched roofs are the norm, and where rising ground levels to the south result in a series of roof heights at different levels corresponding to the changes in topography. The architecture of the front elevation would be more interesting than the lacklustre appearance of the rear elevation of The Kiln, which is obvious in views when descending the part of Greville Road immediately facing the site.
6. The block would be set back from the Greville Road frontage by a sufficient distance to ensure that the greater height in comparison with the two storey houses nearby would not cause any material harm to the residential street scene. The adjacent Windsor House, although of two storeys, is a large building, and would be at right angles to the proposal. Despite possessing an additional storey, the highest part of the proposed building would be less than 2m higher than the office block, and the roof valleys would be lower. This would provide a satisfactory relationship.
7. The proposal would be more massive than the individual domestic properties on Greville Road. However, the houses are in long terraces, which themselves have considerable mass, and the immediately adjacent properties of The Kiln, Myrtle Court and Windsor House are sizeable buildings which do not reflect the small scale of individual terraced houses. The proposal has been designed to break up the mass of the building into 5 separate elements, each with a pitched roof, which hints at the proportions of the terraced houses in the area. Together with the set-back position of the block, this would not appear overly dominant or out of place.
8. I therefore conclude on this issue that the proposal would not harm the character and appearance of the surrounding mainly residential area, and it would not conflict with saved Policies B1, B2 or B6 of the Bristol Local Plan 1997, which respectively deal with design criteria and development, local context and building exteriors and elevations.

Living conditions

9. The proposed building would lie close to the rear elevation of the flats in The Kiln, in which are a number of windows which face the site. The appellant has submitted the approved reserved matters plans for that development which show that the windows serve a variety of rooms, including bathrooms, bedrooms and study/offices. The appellant suggests that The Kiln development

has been constructed incorrectly, but that is not so. On the basis of the information before me, it appears that the development has been built in accordance with the approved reserved matters plans.

10. The outlook from ground and first floor windows in the facing elevation of The Kiln would be largely unaffected in comparison with the existing position, where the industrial building abuts the boundary, although the height of the proposed block would reduce the amount of light reaching them, but not to an extent that would cause material harm. Second floor windows would be more seriously affected. The need for light is not paramount for bathroom and lobby windows, and some light would still reach these windows. Bedroom windows are all secondary ones, so that satisfactory light and outlook to these rooms would still be maintained.
11. However, the study/office window would be the most affected. This window is a large ceiling to floor windows, and the current outlook over the appeal site towards the higher ground to the east would be replaced by a fairly close view of the rear wall of the proposed building. This would make it a less pleasant room. Even so, the room is a small one, and as an office/study, the same quality of outlook would not be expected as might be the case in a living room or bedroom. Adequate levels of light would still be obtained over the roof of the development, which, for the main part, would be set back from The Kiln by about 3.5m.
12. Although this aspect of the proposal is finely balanced, I conclude that the proposal would not cause material harm to the living conditions of the occupiers of The Kiln, or conflict with LP Policy B1. Policy B8 deals with criteria for new housing development, and whilst the criteria include privacy and overlooking, they do not refer to outlook, overshadowing or the effect on neighbours' living conditions more generally, and thus the policy is not relevant to this issue.

Highway safety

13. There would be a fairly steep ramp leading from Greville Road to the basement parking area. No cross sections were submitted with the proposal, or asked for by the Council. However, a cross-section (Ref: 1251/301/F) was submitted with the appeal. This plan does not alter the nature of the proposal, and the appellant says that it was one submitted with a previous proposal, and drew no adverse comment from the Highway Authority. In these circumstances, I see no reason not to take it into account.
14. The cross-section shows the ramp gradient as being 1:6 at its steepest, but with small sections at 1:10 at the base of the ramp and nearest to the junction with Greville Road. Such an arrangement would prevent grounding and there would be an almost level area at the junction with Greville Road, sufficient to provide a safe transition to the public highway. Whilst there is a sharp bend in this location, any driver exiting the site would have a clear view of traffic approaching coming down the hill. Such traffic would be on the nearside carriageway, and whilst there would be restricted visibility to the left, it would not be so poor as to be dangerous. The Council has produced no technical evidence to show why such an arrangement would be hazardous.
15. Residents have expressed considerable concern about the proposed level of parking, at 9 spaces to serve 14 dwellings. The site is located in an area close

to shops and other facilities, and is served by public transport. It is also within walking distance of the Bedminster railway station and is not far from the city centre. I see no compelling reason to arrive at a different view from the Council that the level of parking provision would be satisfactory in this location.

16. I therefore conclude on this issue that the proposal would not result in material harm to highway safety, or conflict with LP Policy which deals with highway safety and access.

Infrastructure

17. The Council seeks financial contributions towards highways improvements, open space and play provision. Whilst a draft planning obligation has been submitted, a finalised document has not been provided. The highways contributions are sought to improve the junction of Greville Road and Upton Road, just to the north of the site access. This would have the benefit of slowing traffic speeds and improving pedestrian safety and would be necessary to mitigate the effects of the limited visibility at the site access towards the north. As the appellants suggest, there is no reason why this could not be achieved by a Grampian condition, and I shall therefore impose one.
18. There is little open space or play area provided in the development. The Council says that a need for improvements to Dame Emily playground to the east of the site has been identified, but no information has been provided about the exact nature, extent or cost of such improvements. The amount sought (£2500) is relatively modest, and has been calculated in accordance with a formula, although I have not been provided with the details of it. There is insufficient evidence available to conclude that the contribution sought is necessary or reasonably related in scale and kind to the proposal.
19. No information has been provided to explain why contributions are required for open space. There is no indication of any local deficiency in either quantity or quality or such space, and the Council has not explained where the money would be spent. Accordingly, I find that a contribution towards open space is unnecessary. Thus, I find that there is no need to make contributions towards the provision of infrastructure.

Conditions

20. The Council has suggested conditions which I have assessed in the light of national advice. Details of external materials and landscaping are required in the interests of appearance. A condition to require refuse facilities to be provided is necessary in the interests of appearance and to protect residential occupiers from nuisance from smell and litter. I have not imposed a requirement not to place refuse on the footway other than on collection days as other controls are more appropriate to deal with this.
21. In view of the previous industrial use of the site, a scheme to deal with potential contamination is necessary to protect the health of the intended occupiers. A condition to require access, parking and cycle parking to be provided and retained is necessary in the interests of highway safety and in the case of cycle parking, to promote travel other than by car. Obscure glazing is necessary to be provided in elevations facing windows of adjacent properties in the interests of privacy. Security details are needed to ensure that the development is safe.

22. There is no suggestion in the material provided to me that the site may have archaeological potential, and therefore I consider that a condition requiring an assessment to be carried out would not be justified.
23. For the reasons given above, I conclude that the appeal should be allowed.

JP Roberts

INSPECTOR

ANNEX

- 1) The development hereby permitted shall begin not later than three years from the date of this decision.
- 2) The development hereby permitted shall be carried out in accordance with the following approved plans: 1251/001, 1251/002, 1251/003, 1251/004, 1251/005, 1251/101/G, 1251/102/G, 1251/104/G, 1251/203/G, 1251/204/G, 1251/205/G, 1251/206/G, 1251/201/G, 1251/202/G, 1251/203/G, 1251/207/G and 1251/301/F.
- 3) No development shall be carried out until a scheme to reduce the bellmouth at the Greville Road/ Upton Road junction and to improve pedestrian facilities has been carried out, in accordance with details which shall previously have been submitted to and approved in writing by the local planning authority.
- 4) The refuse store, and area/facilities allocated for storing of recyclable materials, as shown on the approved plans, shall be provided before the commencement of the use hereby permitted. 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 hereby approved unless otherwise agreed in writing by the local planning authority.
- 5) The development hereby permitted shall not begin on site until a scheme to deal with contamination of the site has been submitted to and approved in writing by the local planning authority unless otherwise agreed in writing by the local planning authority. This scheme shall include an investigation and assessment to identify the location of contaminants within the site, the degree of contamination and the measures to be taken to avoid risk to public health when the site is developed. Development shall not commence until the measures approved in the scheme have been implemented unless otherwise agreed in writing by the local planning authority. Samples as agreed in writing with the local planning authority shall also be taken both during and following development to ensure that the remedial measures have been successful. After the remediation has been completed a statement shall be submitted to the local planning authority confirming that the remediation measures have been carried out satisfactorily and with the results of analysis of samples of fill materials and samples taken on completion of the remediation.
- 6) No flat shall be occupied until the means of vehicular and pedestrian access, and car parking and cycle parking have been constructed or provided and completed in accordance with the approved plans. Thereafter these facilities shall be retained, kept free of obstruction and shall be kept available for the use of occupiers of the development hereby approved.
- 7) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and/or re-enacting that Order) the proposed windows in the north-facing elevation of the proposed northern wing, and the windows to the south west elevation shall be non-opening and glazed with obscure glass and thereafter shall be permanently retained as such.

- 8) The development hereby permitted shall not take place until samples of face brickwork, mortar, paving blocks, pavers, window and door frames, and roofing materials have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved samples.
- 9) Details of the proposed soft landscaping of the site shall be submitted to and approved in writing by the local planning authority prior to the occupation of the first flat. The approved scheme shall be carried out in accordance with the programme agreed in writing with the local planning authority.
- 10) Details of the proposed security measures shall be submitted to and approved in writing by the local planning authority prior to the commencement of development. The approved measures shall be installed prior to first occupation and maintained thereafter.