

WARD: Lockleaze CONTACT OFFICER: Jess Leigh  
SITE ADDRESS: Brunel Ford Muller Road Bristol BS7 9ND

APPLICATION NO: 14/05539/F Full Planning  
EXPIRY DATE: 27 January 2015

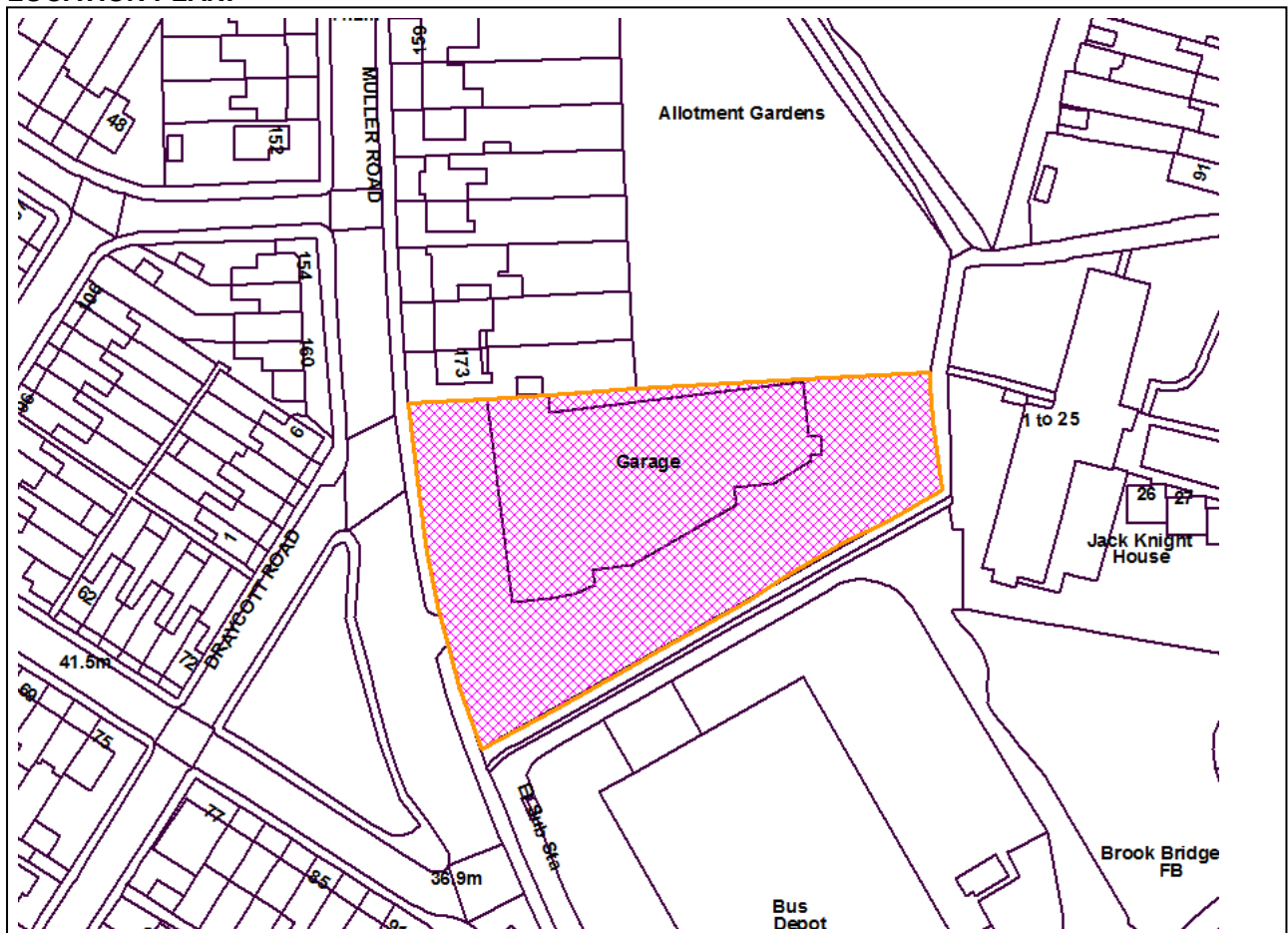
**Construction of a new neighbourhood foodstore with associated parking. (Major)**

RECOMMENDATION: GRANT subject to Planning Agreement

AGENT: APPLICANT: Lidl UK  
Locking Castle Business Park  
West Wick  
Weston Super Mare  
BS24 7TG

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

LOCATION PLAN:



**Development Control Committee A – 14 October 2015**  
**Application No. 14/05539/F : Brunel Ford Muller Road Bristol BS7 9ND**

(Revised  
version)

### Site Description and Background

The application site lies to the east of Muller Road and is located to the north of the bus depot, it backs onto the sheltered accommodation at Jack Knight House and allotments. Immediately to the north is a house the boundary to which is in the form of a retaining wall, there is a driveway between the boundary and the flank wall of the house. Opposite the site on the other side of Muller Road are housing and a triangular area of open space which contains a bus stop and wide bus layby. There is a public right of way that links Dovercourt Road and Muller Road, which runs around the eastern and southern edge of the site.

The site was previously occupied by a Ford Car Dealer which was accommodated in a large building with an area of car sales display sited to the front and the main access, customer and staff parking to south. The building has now been demolished with the result that the site is cleared and now appears as an untidy area of concrete and hardstanding. There is one small building retained towards the southern boundary. To the rear of the site are a number of large trees and smaller trees along the eastern boundary. The site is currently contained by herras steel fencing.

All planning history relates to car related uses, there is reference in 1993 to a change of use of petrol filling station to used car display and improvements to showroom.

The site along with the depot to the south is designated for primarily industrial and warehousing on the adopted Sites Allocation Development Management local plan proposals map.

### Application proposal

It is proposed to develop the site as a supermarket, accommodated in a typical high single storey steel structure with a monopitch roof sloping upwards to the south and east, (8.4m to 4.2m high). The western and southern frontage is largely glazed. There gross internal floor is 1,465 m2 with a sales area of 1063 m2.

The freezer section, bakery preparation area, warehousing and delivery bay are all to be located to the rear of the proposed building. The latter will be contained by an acoustic fence.

A car park with 57 spaces is proposed sited to the front and side, cycle parking is proposed adjacent to the main entrance, which is located on the south west corner, underneath an overhang of the roof. Some existing trees are retained and new landscaping is proposed. Information on a proposed external lighting scheme is included.

Proposals for off site highway work to accommodate the traffic generated by the store have been submitted. These include the following:

- i) A Puffin Crossing on Muller Road,
- ii) Alterations to north and southbound bus stops incorporating new bus shelters,
- iii) The introduction of a right turn lane so that customers turning into the site avoid blocking traffic travelling north on Muller Road,
- iv) Alterations to Springfield Avenue to stop vehicles turning right onto Muller Road and right in from Muller Road.
- v) Double yellow lines at the junctions of Draycott Road / Springfield Avenue and Muller Road / Ralph Road.
- vi) The provision of a pedestrian refuge on Muller Rod to the north of the site.

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The following financial contributions are to be provided for highway works;

£40,000 - for the upgrade of the public right of way  
£47,000 - for the upgrade of bus stops  
£25,000- towards the controlled pedestrian crossing  
£10,000- towards TRO's to control parking

Hours of operation are given as 08.00 to 21.00 Monday to Saturday and 10.00 to 16.00 Sundays and Bank Holidays.

A number of supporting documents have been included with the application to include;

Planning and Retail Statement  
Employment Land Statement  
Design and Access Statement  
Transport Statement  
Travel Plan  
Noise Assessment  
Waste Management Statement  
Water Management Strategy  
Community Involvement Statement  
Lighting Statement  
Environmental Noise Report  
Geo-Environmental Investigation

Pre-submission consultation

A wide spread community consultation proceeded the submission of the application with an invitation to an open day and subsequently free post leaflets should people wish to submit a comment on the planning application.

The Neighbourhood Planning Network have commented;

'good community involvement has preceded this application.'

Publicity and consultation

The application was advertised on site and in the press with a closing date for comment of the 10th December 2014. 106 letters of consultation were issued with a closing date for comment of the 22nd December, to include ward members of Lockleaze and Bishopston given that the site lies on the boundary between the wards.

Following agreement in principle on the off- site highway works neighbours were consulted once again as although the works in question would not require planning permission, they are a direct result of the development proposal and highway safety concerns were a recurring issue raised through consultation. The closing date for comment was the 28th September.

In total 30 comments have been received can be summarised as follows;

1. Support- subject to noise levels within the boundaries stated in the Noise Report this is fully supported- having a supermarket here will be of great benefit for those east of Muller Road who do not have transport. It is an appropriate use of the site and not so different from its current and historic use, it will bring jobs and fair deal prices- See Key Issues A and B

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2. Over provision/impact on small stores - there are already enough supermarkets within walking distance- it will kill small businesses, it should be an alternative use such as gym, house, school leisure/community centre, it is too far to serve Lockleaze and should be in Gainsborough Square, do not put zig zags outside small businesses- See Key Issue B
3. Parking- there is concern regarding staff parking- See Key Issue C
4. Deliveries- early mornings and evenings will cause nuisance- See Key Issue H
5. Traffic/Highway safety- adding a supermarket would add to the volume of traffic, the proximity of 3 junctions can only exacerbate chances of accidents, more noise, more pollution, increased use of Draycott Road, there is concern about the safety of customers walking to the store, a one-way system around the green at Springfield Avenue would help current problem of speeding vehicles and discourage the amount of traffic congestion that may result, there should be a pedestrian controlled crossing, something more than a filter lane is needed to facilitate vehicles turning right in or out of the store, there is insufficient parking, RPZ should be introduced, there should be more cycle parking and protected cycle paths to link to existing cycle paths to the store, the proposed road layout does not include adequate provision for cyclists - See Key Issue C
6. Impact on neighbours- there should be no bright lights left on overnight which may disturb facing neighbours, there should be no night time deliveries, air quality will be affected, there will be increased noise from additional traffic using Draycott Road - See Key Issue H

Gill Kirk, Lockleaze Ward member, has commented that the provision of a new supermarket to serve Lockleaze is supported as it would provide fresh food for residents who currently have limited access to supermarkets and do not own a car, it is understood that Lidl will not sell tobacco or papers and so will not affect smaller neighbourhood shops, who may benefit from the additional footfall, most residents support the proposal, main concern is traffic management and this will have to be looked at carefully.

Daniella Radice, Bishopston Ward member, has objected on the lack of detail in respect of new road layout, (this comment pre-dates the second round of consultation), and also that there should be a line of trees along the frontage.

The Tree Forum comments can be précised as follows:

Retained trees need to be appropriately protected, more green infrastructure will help offset CO2 and pollution. There should be some trees in good pits (See Key Issue D)

In addition to the above, a formal representation has been submitted on behalf of the Co-Op which, in summary, states as follows:

The Co-Op operates two store in the Gloucester Road centre which are an important part of the retail mix, complementing independent and specialist retailers. Objection is based on the expected impact of Lidl as a whole, especially when taken in conjunction with the approved Sainsbury's Store on the Memorial Stadium. It will have a detrimental impact on the vitality and viability of the town centre as a whole and be contrary to planning policies, the conclusions made by the retail consultant are questioned, they are considered to be a significant under estimates, the proposal does not have the benefits accrued to the Sainsbury's proposal - See Key Issue B.

**Transport Development Management** has commented as follows:-

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The extant planning use would be able to generate significant volumes of traffic itself, the nature and volume of movements associated with a foodstore use is considerably different and as such it was necessary for the applicant to submit a Transport Assessment to allow highway officers to fully assess these proposals.

An assessment of the forecasted trip generation of the store was included within the submitted Transport Assessment for the peak periods of operation, which are Friday evening and Saturday lunchtime. With supermarkets, it is reasonable to expect that an element of the arrivals / departures attracted to the use is already using the highway network.

Following lengthy and detailed dialogue with highway officers, a revised access proposal and a schedule of s106 contributions has been agreed and aims to successfully address the above concerns whilst taking account of the many interactions that will take place directly resulting from the development.

The revised measures have been subject to public consultation as part of this planning application and will be subject to further public scrutiny through the Traffic Regulation Order (TRO) process which will need to accompany the works.

The application provides for a total of 57 car parking spaces of which 3 are reserved for disabled users and 2 are allocated for parents with children.

Highway officers were concerned that this number would be insufficient given the likely demand generated by discount retailers. As a result, an independent assessment was carried out by BCC officers, taking into account the departure / arrival patterns of other similar stores and it was found that whilst the car park would near capacity at certain times, it was considered that any exceedance of capacity would be occasional and could be suitably mitigated through the presence of the additional on-street parking controls.

**Economic Development** has commented as follows:-

The marketing and employment land availability information provided to support the application is weak and not comprehensive. However, given the planning history and previous uses on this site, I think it would be difficult to resist the loss of employment space, even though it is part of a PIWA. The site is adjacent to residential uses on one side which mean that it would probably not be attractive for employment space development.

We are concerned about the proposal in terms of it being an out of centre development, our concerns about the impact on existing nearby centres and on future investment in Gainsborough Square, Lockleaze where we support the community's aspiration for a supermarket.

**Urban Design** has commented as follows:-

Verbal comments given.

**Nature Conservation Officer** has commented as follows:-

Landscaping of the site should predominantly employ native species of local provenance including berry and fruit-bearing tree, hedgerow and shrub species for birds and nectar rich plants for invertebrates. The submitted ecological appraisal recommends 5 bird and 5 bat boxes, these should be required by condition. The provision of a living (green/brown) roof is recommended to provide habitat for wildlife. These also contribute towards Sustainable Urban Drainage Systems. Green walls are also recommended. No work that may affect birds, eggs, nests and chicks should take place during the nesting season.

**Pollution Control** has commented as follows:-

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There is minimal information submitted with this application as to how the store will run particularly with regards to deliveries and cooking of food and any extract systems. An acoustic report has been submitted with the application however this only covers noise from refrigeration, freezing and air conditioning plant and doesn't cover noise from deliveries, collections, cars using the car park or any plant associated with the cooking or baking of food.

Ideally I would like to see further details of the above submitted with the application. There will be a need to provide a construction management plan and restrict noise on site and lighting. Details of extract ventilation will be required. Restrictive conditions on odour management, refuse and servicing will be needed, noise and artificial lighting.

15.7.15- Noise Assessment- this is now acceptable provided hours are controlled and the 3m acoustic barrier is installed.

**Contaminated Land Environmental Protection** has commented as follows:-

The site has been subject to earlier investigations and reference has been made to these, we would like to see previous reports. The report was prepared prior to introduction of Category 4 Screening levels which are less conservative, the soils sample results should be reassessed on this basis.

Overall there are pockets of contamination fuel tanks are thought to be on site in three locations. Perched water is relatively shallow but are not thought to impact on ground waters. A number of recommendations were made for remediation. As and when tanks are encountered there will be specific requirements re the validation procedure. Ideally before determination copies of additional reports and appendices should be provided. There will be a need for a remediation method statement. Conditions B12, B13 and C1 will be needed.

Further information submitted re RMS- confirmed that on this basis there is no need for B12.  
13/4/15- The Remediation Method Statement is acceptable.

**Arboricultural Team** has commented as follows:-

The majority of the site is already hard standing and trees that may be affected by the site are located around the periphery. It appears that a number may well be affected by the development and therefore we require details of trees to be removed/retained, pruning works and protection proposals to ensure that retained trees are not damaged through the development.

The site offers a real opportunity to integrate some good tree planting in and around the car parking areas, which would really improve the attractiveness of the site and the reputation of Lidl. It appears lacking at present.

In principal I do not object to the proposals, but currently I do not consider that the detail submitted satisfies BCS 9 or BCS 21 of the Bristol Development Framework Core Strategy which states

**Policy BCS 9**

'Individual green assets should be retained wherever possible and integrated into new development. Loss of green infrastructure will only be acceptable where it is allowed for as part of an adopted Development Plan Document or is necessary, on balance, to achieve the policy aims of the Core Strategy. Appropriate mitigation of the lost green infrastructure assets will be required.

Development should incorporate new and/or enhanced green infrastructure of an appropriate type, standard and size. Where on site provision of green infrastructure is not possible, contributions will be sought to make appropriate provision for green infrastructure off site.

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**Policy BCS 21**

New development in Bristol should deliver high quality urban design. Development in Bristol will be expected to:

Deliver a safe, healthy, attractive, usable, durable and well managed built environment comprising high quality inclusive buildings and spaces that integrate green infrastructure.

I would like to see updated proposals which incorporate tree planting and green infrastructure into the scheme. Tree planting proposals will need to be accompanied by tree pit specification.

**Crime Reduction Unit** has commented as follows:-

Having looked at the plans, and informed the local beat manager who cover the area, they have no objections or comments to make regarding the application.

**Flood Risk Manager** has commented as follows:-

The preference for the site drainage at this location will be to limit the discharge to the capacity of the existing sewer network or existing discharge rate. According to the Wessex Water records a storm sewer passes through the west of the site that discharges into the Horfield Brook south of the site. As their plan for surface water drainage is to connect into this their proposals are acceptable as long as approved by Wessex Water.

**RELEVANT POLICIES**

**National Planning Policy Framework – March 2012**

**Bristol Core Strategy (Adopted June 2011)**

BCS7	Centres and Retailing
BCS9	Green Infrastructure
BCS11	Infrastructure and Developer Contributions
BCS13	Climate Change
BCS14	Sustainable Energy
BCS15	Sustainable Design and Construction
BCS16	Flood Risk and Water Management
BCS21	Quality Urban Design
BCS23	Pollution
BCS8	Delivering a Thriving Economy

**Bristol Site Allocations and Development Management Policies (Adopted July 2014)**

DM7	Town centre uses
DM12	Retaining valuable employment sites
DM13	Development proposals on principal industrial and warehousing areas
DM15	Green infrastructure provision
DM19	Development and nature conservation
DM23	Transport development management
DM26	Local character and distinctiveness
DM27	Layout and form
DM32	Recycling and refuse provision in new development

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DM35        Noise mitigation  
DM34        Contaminated land

## KEY ISSUES

### A. IS THE LOSS OF THIS EMPLOYMENT LAND ACCEPTABLE?

As the application site falls within an area specifically designated for industrial and warehousing uses its redevelopment for retail would be contrary to Policy BCS8 and DM13. The former specifically states that they will be retained for industrial and warehousing uses, the latter states that the loss of industrial and warehousing floor space within these areas will not be permitted.

When considering the implications of this policy background for the current proposal, it recognised that the most recent use of the site was neither fully industrial or warehousing but a sui-generis retail use with a repairs garage, which was in part ancillary though also functioned in its own right to a lesser extent. The site has been cleared for the last couple of years.

Notwithstanding, as a rule, for a non- industrial or warehousing use to be considered, evidence of a marketing exercise should be submitted to demonstrate that the land is not viable or valuable for these purposes. This has not been undertaken in this instance and the Employment Land Study that has been included with the application simply includes letters from land agents expressing a view that the site is not attractive for these purposes. Economic Development has considered these submissions and advises that they are not fully comprehensive and the argument is weak. However the pre-existing use of the site and the fact that the site is bounded by residential properties on two sides and its redevelopment for industry and warehousing has potential to cause nuisance are acknowledged and on that basis it would not be wished to object to the proposal on these grounds.

It is noted that the proposed store is not a noise sensitive use that would 'prejudice the function or viability of the rest of the Principal Industrial and Warehousing Area' (ref.DM13). The other part of the area being occupied by a transport depot'.

It is also relevant to take into account that the store will provide employment in the form of 5 full time staff and 35 part time staff.

Therefore on the basis of the advice from Economic Development Officer, the loss of this employment land is acceptable.

### B. IS A RETAIL USE ACCEPTABLE ON THIS OUT OF CENTRE LOCATION?

The site is outside of a designated centre and not in accordance with the local plan. Consequently national and local policies, BCS7 and DM7, require the proposal to be considered against the sequential test and its impact on nearby designated centres.

The applicant has provided information in support of the proposal with regard to these issues and this has been assessed by an independent retail consultant acting on behalf of the City Council.

#### 1.Sequential Test



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It is necessary to consider whether there are any in-centre or edge of centre, or more accessible and better connected out of centre sites which are suitable or available for the development. The NPPF requires the consideration of flexibility in terms of format and scale.

With regard to the latter point, it is stated that Lidl's current requirement is for a store of 2,500 sq m gross. The consultant advises that Lidl does have a standardised store format and that many of its current/very recent proposals have been circa 2,500 m<sup>2</sup>. Therefore given the current proposal is for 1,465m<sup>2</sup>, it is agreed that some flexibility has been demonstrated, this assessment being based on the business requirements of a discount food store.

In respect of in centre sites, the applicant has looked at a number but those that warrant most attention are Gloucester Road and Lockleaze. The former is nearest to the site and the latter is one whose regeneration is specifically supported through the Core Strategy, planning brief work and the recently published consultation draft of the Lockleaze Neighbourhood Plan.

i) Gloucester Road.

There are no allocated sites that could accommodate a store and the only other locations that have been subject to recent retail development proposals are the Memorial Stadium and a site between Gloucester Road and Merton Road.

With regard to the former, there is a legal dispute between Sainsbury's, the applicant, and the owners. If Sainsbury's are relinquished from their contract, this site would still be available for retail development with the current consent expiring June 2016. However a key part of the overall assessment was the relocation of the existing sports use to facilities elsewhere and it is unlikely that this existing sports use could be relocated on the basis of a discount food store operator.

The Merton Road site, which is next to centre, was subject to an application for a retail store but this was refused on the basis of loss of employment land and buildings and highway issues. These issues would still be salient.

ii) Lockleaze

There are aspirations for a new food store at Gainsborough Square as part of the overall regeneration of the area and a site potentially available- the Police Station/Cameron Centre. This site is however only 0.28 hectares and too small for the proposed store even taking into account flexibility. Therefore to provide a larger site more land would be required and that is not available at present. Land to the south was available but this has recently been redeveloped. Therefore it is concluded that there are no suitable and available sites available that would be sequentially preferable.

2. Impact

The store is over the adopted threshold for requiring impact assessments.

The information initially submitted in respect of population and retail expenditure was based on the information submitted in support of the Sainsbury's proposals, which was considered out of date and more up to date population and local expenditure estimates have been supplied.

The consultant had recommended that new survey of shopping patterns be undertaken following the opening of the new ASDA in Filton. The applicants declined to do this work citing the need to provide an assessment proportionate to the scale and nature of the current proposal and lack of objection on the part of the city council to the store.

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However an analysis of the likely effects of the ASDA on Gloucester Road and shopping behaviour of local residents has been provided. It is accepted that this store represents the main change on the ground in respect of retail provision but this is a significant distance away and previous information on shopping patterns submitted in support of Sainburys can be used for an assessment of the impact of the current application.

The projected impact of the proposed Lidl takes into account the impact of ASDA and three variations have been looked, one is for Lidl alone, one for Lidl plus Sainburys trading below company benchmark and the other with Sainburys trading at company benchmark. The consultant advises that the sales density used for this is appropriate.

The main impact is shown as being on the two Tescos at Eastgate and Lime Trees Avenue, Lidl at Southmead and Gloucester Road.

As only the latter is a designated centre it is the impact on the convenience stores in that centre which is of greatest concern with the impact estimated at between 1.6% to 1.7%, on top of an estimated 1.9% on the part of ASDA.

If Sainbury's is included the impact becomes much greater and between 19% and 24% at 2019 turnover levels. It is considered that an additional 1.9% be added in order to reflect the wider reduction in convenience goods sector since the household survey was completed.

It is acknowledged that at present Sainsbury's is unlikely to happen but that consent remains extant and a large majority of the cumulative impact is due to Sainsbury's. The impact of Lidl alone is not considered to be great and due to the restricted number of product lines it is considered that the primary competition along with the larger supermarkets in the area.

It is however recognised that this analyses looks at the Gloucester Road shopping centre as a whole but it is the 'northern section' of the centre, closest to the proposed store, which may be disproportionately affected. A representation has been submitted by the Co-Op in respect of the anticipated impact on their trading as a result of the proposal and refers to a loss of trading in the store in the northern part of Gloucester Road having potential to have a knock on effect on other nearby convenience stores.

It is recognised that some of those stores do benefit from linked trips with customers using the parking at the Co Op to also visit nearby more specialist stores.

The Co-Op anticipate a 15% impact on this store due to the overlap of catchment areas with the proposal. However this is not supported by any detailed assessment to show its current turnover and anticipated trade diversion to Sainsbury's.

It is clear that there will be an overlap of catchments and drawings submitted that clearly show the overlap in walking distance catchments but this has already been taken into account in the consultants analysis of the submitted impact assessment. In addition there are other overlapping catchment areas and not everyone will walk to undertake main and top up food shopping.

Further information has been supplied regarding impact on convenience turnover in the northern part of Gloucester Road but this is confused and assigns turnover for the Co-Op store in the south to that in the north. Contrary to previous reliance on survey work provided with Sainbury's they applicant now states that this is not reliable. This therefore does introduce some doubt over the precision of the evidence data provided.

Conclusion

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There will be an impact on Gloucester Road and potential for a knock-on impact on other shops and businesses but this will be significantly smaller than that associated with the Sainsbury's proposal. If Sainsbury's were developed the increase in impact resulting from Lidl is not considered to be material. This conclusion is reinforced by the retail offer of the proposed store.

Conditions are recommended to restrict the net sales area, the percentage of comparison goods of the net sales area, the removal of the ability to subdivide but also to provide certain in store services.

C. Is the proposal acceptable on highway safety grounds?

There will be a change in the nature and volumes of traffic flows associated with the proposed use vis a vis the extant use. The submitted Transport Statement enabled the change to be assessed and from which it was concluded that while the use of nearby junctions would not be significantly affected, traffic movements in the vicinity of the store would significantly change and it is essential that the highway in the vicinity of the access is designed in a way that it can safely accommodate the anticipated number of cars coming in and out of the entrance taking into account that Muller Road is at peak times very congested. It is also important that measures are included to enable access to the site using sustainable modes of transport for staff and customers.

A considerable amount of discussion has taken place in respect of what road works could be employed to enable the traffic generated by the store to be safely accommodated onto Muller Road and safeguard the safety of all other road users.

The layout which is now proposed includes a puffin crossing close to the store, a central access lane for queuing traffic from the south, a pedestrian refuge, improved bus stops and an upgrade of the existing public right of way around the site, which will now be accessible from the south western corner of the site. A restriction on right turns into and out of Springfield Road is proposed, this and other changes to waiting restrictions in the vicinity of the site will require a Traffic Regulation Order. It is considered that this combination of works will provide a safe highway environment for drivers and pedestrians. Finances to secure these works will be subject of a legal agreement.

Some comments have been received from near neighbours in respect of changes to nearby roads with alternative suggestions to include a one way system around the Springfield Road/Draycott Road Green. The Traffic Regulation Orders for all changes will be the subject of consultation and responses to the detailed proposals will be considered through this process.

Comment has been made that there is inadequate car parking with concern that overspill car parking will cause nuisance on nearby roads. The 57 spaces proposed is low for a store of this size but further assessment of the pattern of traffic movements associated with similar stores showed that capacity would only be exceeded on occasion. The impact of this can be mitigated through the use of on- street parking controls combined with measures to encourage sustainable modes of transport provides an opportunity to limit the highway impact of the scheme.

The proposed pedestrian crossing and upgrade of the right of way will facilitate pedestrian access and the improved bus stops will benefit those getting the bus to the store. Cycle parking provision for staff and visitors is to be sited under the overhang at the entrance to the store.

As well as these physical works, a travel plan is proposed which covers staff and customers, this will include a travel mode survey of staff after 3 months of opening, a wide range of measures and actions to encourage car sharing, public transport use cycling and walking with a Travel Plan Co-ordinator being appointed with an commitment to further travel surveys and setting targets. This will be required by condition.

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Comments has been received that inadequate provision has been made for cyclists. The potential for improved cycling facilities has been fully considered in the drafting of the proposals however there is insufficient width on Muller Road to include a cycle lane unless the proposed pedestrian refuge and right turn lane were removed, both of which are considered key elements of the highway proposals. There is also insufficient width to accommodate both cyclists and pedestrians on the approach to the proposed crossing.

Any widening of Muller Road would destroy the roots of the mature street trees and at present there is adequate room for vehicles to overtake cyclists.

**D. IS THE DESIGN OF THE PROPOSAL ACCEPTABLE?**

The siting and design of the proposed store and associated landscaping has been discussed with the applicant with a view to moving the store more to the front of the site to provide a better built frontage and also introducing some new trees along this frontage.

However information has been submitted which shows a major public sewer running across the front part of the site, which carries a requirement for a 3m easement. It is therefore not possible to relocate the store. It is also acknowledged that the proposed siting provides a noise buffer to the house adjacent to the site.

The design of the store comprises a roof that overhangs the corner, high level cladding, lower level glazing intermixed with render panels. This treatment does help break up the visual bulk of the store accepting that it is a standard design and little option to vary it significantly. As a standard design it is not considered that conditions requiring further detail or samples of materials would produce added value and therefore none are recommended.

It had been suggested that a green roof be incorporated however the applicant has stated that the roof as designed is a light weight material that can achieve a single span, a green roof would significantly increase the weight and require columns which would not be acceptable from an operational perspective.

In respect of trees, some existing trees are being lost, to include a category B tree along the northern boundary, to retain this tree would fundamentally alter the scheme and have a knock on impact on neighbours/highways etc. However a number of the trees to the rear are being retained and protected and augmented with new trees proposed to the front and rear at Heavy Standard size. Sufficient new trees are proposed to meet the Bristol Tree Replacement Standard.

**E. DOES THE PROPOSAL REPRESENT SUSTAINABLE DEVELOPMENT?**

The overall support for new retail development to be 'in centre' is not only to underpin and support the vitality and viability of existing centres but also in recognition that these centres are well located for access by sustainable modes of transport. The application site is however within reasonable walking distance for a number of residents north and south of Muller Road and this will be facilitated by the highway works set out above. There is also a good bus route on Muller Road and provision for cyclists will be included in the development. As above, a Travel Plan is included.

In addition to the location of the site a number of trees will be retained and new planting will add to the biodiversity of the site. This is addressed in more detail below.

A drainage scheme has been submitted that looks at diverting rainfall runoff to the landscaped areas, which constitute an increase in the amount of impermeable surface on the site. Investigations reveal a perched water table in the site and therefore soakaways are not considered feasible. The development will include low water usage appliances.

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In respect of the actual building itself, it is given as being very energy efficient, internal lights will be motion sensitive, they will be reduced in intensity out of opening hours and external lighting will be turned off one hour after store closure.

A Waste Management Statement is included which refers to recycling the maximum amount of packaging and food.

The applicant has stated that the building will at a minimum be certified as BREEAM Good and this will be required by condition.

The issue of the need to introduce a renewable form of energy generation has been discussed with the applicants and they are investigating which is the most suitable but have undertaken to undertake works to enable the development to comply with the 20% CO2 requirement set out in BCS14.

**F. ARE THERE NATURE CONSERVATION IMPLICATIONS?**

The trees which are to be lost are referred to as having ecological value in the ecological survey. The proposed landscaping includes a range of native species that will add to the range of habitats, to include a hedgerow. Bird and bat boxes are included as part of the scheme.

The proposed external lighting is considered in respect of impact on neighbour's amenity below but it is also relevant to nature conservation as light can have a negative impact on nocturnal wildlife and at present the allotment land and treed area to the north and east of the site will provide wildlife habitats with potential for bats. Information on the lighting shows it being largely directed onto the car park with no overspill to the rear.

**G. ARE THERE ANY CONTAMINATION ISSUES?**

Given the previous uses on the site there is potential for contamination on the site and ground investigations have been undertaken accordingly. These show that there are pockets of contamination plus fuel tanks are thought to be on site. A Remediation Scheme has been submitted which is acceptable and appropriate conditions are recommended.

**H. WILL THE PROPOSAL ADVERSELY AFFECT RESIDENTIAL AMENITY?**

The impact in respect of daylight/sunlight, noise and pollution from artificial light require assessment.

**i) Daylight/sunlight**

When assessing this, it is relevant to take into account that the building previously on site was roughly in the same location as the proposed but stepped back slightly further from road, it is of similar dimensions and height as it lines up with the adjacent house on Muller Road. The change in impact in respect of outlook and shadow fall will be limited.

**ii) Noise**

The application site backs onto Jack Knight House, which is sheltered accommodation for the elderly and particularly vulnerable to noise nuisance.

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The freezer section and bakery preparation area is sited towards the rear of the proposed supermarket as is the warehousing area and delivery bay. The noise assessment which has been included with the application refers to their being air conditioning plant, chiller and freezer plant.

Hours of operation are given as 8.00 to 21.00 Monday to Saturday and 10.00 to 16.00 on Sundays and Bank holidays.

However deliveries will take place outside of these hours, which is a subject of concern. As these hours are apparently non-negotiable, to offset nuisance an acoustic barrier will be erected around the servicing yard at the rear and this will produce an acceptable noise environment. This will be required by condition as well as information on the sound insulation properties of the rear part of the building to ensure that noise breakout is not an issue.

As an additional control a condition restricting noise from plant is recommended.

iii) Light

The application proposal includes 8m columns to be located on the outside of the car park with light to be directed inwards, it is stated that illumination will be provided one hour before and one hour after opening, i.e. 7.00 to 22.00. Information has been submitted regarding external lighting and lux diagrams showing light spillage outside the site have been provided. This shows an acceptably low level of light being cast onto neighbouring properties and a condition ensuring light is limited to comply with obtrusive light guidelines is recommended.

Overall the application proposal will not have a detrimental impact on the amenity of surrounding occupiers.

I. IS THE DEVELOPMENT CIL LIABLE?

The CIL liability for this development is £199,344.64

The CIL liability for this development is £199,344.64

**RECOMMENDED** GRANT subject to Planning Agreement

That the applicant be advised that the Local Planning Authority is disposed to grant planning permission, subject to the completion, within a period of six months from the date of this committee, or any other time as may be reasonably agreed with the Service Director, Planning and Sustainable Development and at the applicant's expense, of a planning agreement made under the terms of Section 106 of the Town and Country Planning Act 1990 (as amended), entered into by the applicant, Bristol City Council and any other interested parties to cover the following matters:

£10,000 for 4 Traffic Regulation Orders.

£25,000 for traffic signals work.

£24,000 for bus stop works.

£40,000 for the improvement works to the Public Right of Way to the south and east of the site.

All monetary contributions to be index linked to the date of committee.

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- (B) That the Head of Legal Services be authorised to conclude the Planning Agreement to cover matters in recommendation (A).
- (C) That on completion of the Section 106 Agreement, planning permission be granted, subject to the following conditions:

**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 Purchase Act 2004.

**Pre commencement condition(s)**

- 2. Construction management plan

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

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

Procedures for maintaining good public relations including complaint management, public consultation and liaison

Arrangements for liaison with the Council's Pollution Control Team, all works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed with the Local Planning Authority, shall be carried out only between the following hours: 08 00 Hours and 18 00 Hours on Mondays to Fridays and 08 00 and 13 00 Hours on Saturdays and; at no time on Sundays and Bank Holidays.

Deliveries to and removal of plant, equipment, machinery and waste from the site must only take place within the permitted hours detailed above.

Mitigation measures as defined in BS 5528: Parts 1 and 2 : 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works.

Procedures for emergency deviation of the agreed working hours.

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Bristol City Council encourages all contractors to be 'Considerate Contractors' when working in the city by being aware of the needs of neighbours and the environment. Control measures for dust and other air-borne pollutants. This must also take into account the need to protect any local resident who may have a particular susceptibility to air-borne pollutants.

Measures for controlling the use of site lighting whether required for safe working or for security purposes.

Reason: In the interests of safe operation of the highway in the lead into development and construction phase of the development and in the interests of the amenities of surrounding occupiers during the construction of the development.

3. iApproval of road works necessary

No development shall take place until details of the following works to the highway have been submitted to and approved in writing by the Local Planning Authority:

- i) Puffin Crossing on Muller Road,
- ii) The right turn lane for traffic travelling north on Muller Road,
- iii) Alterations to Springfield Avenue/Muller Road junction.

The building hereby permitted shall not be occupied until these works have been completed in accordance with the approved details.

Reason: To ensure that all road works associated with the proposed development are planned and approved in good time to include any Highways Orders, and to a standard approved by the Local Planning Authority and are completed before occupation.

4. Highway Retaining Walls

No development shall take place until structural details of the proposed excavation works have been submitted to and approved in writing by the Local Planning Authority. The excavation works shall be carried out in accordance with the approved plans.

Reason: To ensure the works safeguard the structural integrity of the highway in the lead into the development both during the demolition and construction phase of the development.

5. Sound Insulation - Submission of scheme and retention thereafter

No development shall take place until a details of the wall around the warehousing element of the proposed store, (eastern end) has been submitted to and been approved in writing by the Local Planning Authority. This shall take into account the provisions of BS 82333:1999 "Sound Insulation and Noise Insulations for Buildings - Code of Practice". The approved scheme shall be implemented prior to the commencement of the use and be permanently retained thereafter.

Reason: In order to safeguard the amenities of adjoining residential occupiers and the details are needed prior to the start of work so that measures can be incorporated into the build.

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



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

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

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

7. Protection of Retained Trees During the Construction Period

No work of any kind shall take place on the site until the protective fence(s) has (have) been erected around the retained trees in the position and to the specification shown on Drawing No. 1157 A. The Local Planning Authority shall be given not less than two weeks prior written notice by the developer of the commencement of works on the site in order that the council may verify in writing that the approved tree protection measures are in place when the work commences. The approved fence(s) shall be in place before any equipment, machinery or materials are brought on to the site for the purposes of the development and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Within the fenced area(s) there shall be no scaffolding, no stockpiling of any materials or soil, no machinery or other equipment parked or operated, no traffic over the root system, no changes to the soil level, no excavation of trenches, no site huts, no fires lit, no dumping of toxic chemicals and no retained trees shall be used for winching purposes. If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the council.

Reason: To protect the retained trees from damage during construction, including all ground works and works that may be required by other conditions, and in recognition of the contribution which the retained tree(s) give(s) and will continue to give to the amenity of the area.

8. BREEAM

No development shall take place until evidence that the development is registered with a BREEAM certification body and a pre-assessment report (or design stage certificate with interim rating if available) has been submitted indicating that the development can achieve the stipulated final BREEAM level. No building shall be occupied until a final Certificate has been issued certifying that BREEAM (or any such equivalent national measure of sustainable building which replaces that scheme) rating Good has been achieved for this development unless the Local Planning Authority agrees in writing to an extension of the period by which a Certificate is issued.

Reason: To ensure that the development achieves BREEAM rating level Good (or any such equivalent national measure of sustainability for building design which replaces that scheme) and that this is done early enough in the process to allow adaptations to designs and assessment and certification shall be carried out by a licensed BREEAM assessor and

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to ensure that the development contributes to mitigating and adapting to climate change and to meeting targets to reduce carbon dioxide emissions.

**Pre occupation condition(s)**

9. Prior to the commencement of the use of the store hereby approved the drainage scheme shall be fully implemented in accordance with the approved drawings and documentation.

Reason- To secure a sustainable form of drainage.

10. Implementation/Installation of Acoustic Fence - Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the Acoustic Fence has been completed in accordance with the approved plans ref.1088 04 and to the specification in the letter from Acoustic Consultants dated 28.9.15.

Reason: The implementation of the development without the acoustic fence would result in an unacceptable scheme which would be detrimental to the amenities of adjoining properties and the character of the area

11. Land affected by contamination - Reporting of Unexpected Contamination

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

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.

12. Prior to the commencement of use of the store hereby permitted the 5 bird and 5 bat boxes as approved on drawing no.1159 rev E shall be installed in accordance with that approval prior to commencement of use.

Reason- In the interests of nature conservation.

13. Prior to the commencement of the use of the store hereby permitted there shall be submitted, and approved in writing by the Local Planning Authority, details of a proposed method of renewable energy and confirmation that this will reduce carbon dioxide emissions from residual energy use in the buildings by at least 20%. The development shall be completed in accordance with that approval prior to the commencement of use.

Reason- To secure a sustainable development.

14. Completion and Maintenance of Car/Vehicle Parking - Shown on approved plans

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No building or use hereby permitted shall be occupied or the use commenced until the car/vehicle parking area shown on the approved plans 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.

15. Completion and Maintenance of Cycle Provision - Shown on approved plans

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

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

16. Travel Plans - Not submitted

No building or use hereby permitted shall be occupied or the use commenced until a Travel Plan comprising immediate, continuing and long-term measures to promote and encourage alternatives to single-occupancy car use has been prepared, submitted to and been approved in writing by the Local Planning Authority. The approved Travel Plan shall then be implemented, monitored and reviewed in accordance with the agreed travel Plan Targets to the satisfaction of the council.

Reason: In order to deliver sustainable transport objectives including a reduction in single occupancy car journeys and the increased use of public transport, walking & cycling.

17. 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.

18. 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.

19. Completion of Pedestrians/Cyclists Access - Shown on approved plans

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

Reason: In the interests of highway safety.

20. Reinstatement of Redundant Accessways - Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the existing accesses to the development site has been permanently stopped up and the footway reinstated in accordance with the approved plans.

Reason: In the interests of pedestrian safety.

22. Completion and Maintenance of Vehicular Servicing facilities - Shown on approved plans

No building or use hereby permitted shall be occupied or use commenced until the facilities for loading, unloading, circulation and manoeuvring have been completed in accordance with the approved plans. Thereafter, these areas shall be kept free of obstruction and available for these uses.

Reason: To ensure that there are adequate servicing facilities within the site in the interests of highway safety.

**Post occupation management**

21. Use restriction

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and/or re-enacting that Order) the premises shall only be used in accordance with the following:

- i) The net sales area shall be no greater than 1,063 sq m,
- ii) The amount of comparison goods sales shall be restricted to 20% of net sales area,
- iii) There shall be no subdivision of the approved store to provide two or more retail units;
- iv) The following will not be installed at any time;  
Butchery, Delicatessen and Fish counters, Opticians, Dry Cleaners, Florists and Pharmacy
- v) No sale of tobacco products

Reason- The retail impact of the proposed store on designated centres has been assessed on the basis of the trading of a store with the above restrictions and the impact arising from any change would require further assessment.

22. Restriction of noise from plant and equipment

The rating level of any noise generated by plant & equipment as part of the development shall be at least 5 dB below the background level as determined by BS4142: 1997- "Method of rating industrial noise affecting mixed residential and industrial areas".

Reason: To safeguard the amenity of nearby premises and the area generally.

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23. The external lighting to the store shall comply with the a Obtrusive Light Limitations for Exterior Lighting Installations for Environmental Zone - E2 contained within Table 1 of the Institute of Light Engineers Guidance Notes for the Reduction of Obtrusive Lighting, GN01, dated 2005. The lighting to the car park shall be turned off between the hours of 22.00 and 7.00.

Reason: In order to safeguard the amenities of adjoining residential occupiers

24. Hours of operation of Store

The use of the store shall not be carried out outside the hours of 08.00 to 21.00 Monday to Saturday and on Sunday 08.00 to 16.00.

Reason: To safeguard the residential amenity of nearby occupiers.

25. There shall be no service or delivery vehicles outside the hours of 06.00 and 23.00 Monday to Sunday.

Reason- In the interests of residential amenity.

26. Landscape (planting) works - shown

The planting proposals hereby approved shall be carried out no later than during the first planting season following the date when the development hereby permitted is ready for occupation or in accordance with a programme agreed in writing with the council. All planted materials shall be maintained for five years and any trees or plants removed, dying, being severely damaged or becoming seriously diseased within 5 years of planting shall be replaced with others of similar size and species to those originally required to be planted.

Reason: To ensure that the appearance of the development is satisfactory.

27. Protection of parking and servicing provision

The areas allocated for vehicle parking, loading and unloading, circulation and manoeuvring on the approved plans shall only be used for the said purpose and not for any other purposes.

Reason: To ensure the provision and availability of satisfactory off-street parking and servicing/loading/unloading facilities for the development.

**List of approved plans**

28. 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.

1156 Tree Constraints Plan, received 28 January 2015

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1157 A Tree Protection Plan, received 28 January 2015  
 Tree Survey, received 28 January 2015  
 04 A Site Plan, received 28 January 2015  
 05A Plan, received 28 January 2015  
 06A Elevations, received 28 January 2015  
 Muller Road Design and Access Addendum, received 28 January 2015  
 Appendix C to Geotechnical Report Petroleum Licensing Officer Enquiry, received 2 February 2015  
 Appendix D to Geotechnical Report - Exploratory Hole Logs, received 2 February 2015  
 Appendix E to Geotechnical Report- Chemical Testing Results, received 2 February 2015  
 Appendix F- Geotechnical Report- Testing Results, received 2 February 2015  
 Appendix G to Geotechnical Report- Ground Gas Monitoring Results, received 2 February 2015  
 Appendix H to Geotechnical Report- Tier 1 Human Health Risk Assessment, received 2 February 2015

Revised noise assessment, received 18 June 2015

Further information re noise assessment, received 17 July 2015  
 Proposed Highway works, received 28 August 2015  
 Remediation Method Statement, received 10 February 2015

Plan showing lux levels from external lighting scheme Revision B, received 28 September 2015  
 Car Parking Lighting Proposals Revision B, received 28 September 2015  
 Remediation Method Statement, received 31 January 2015

1158 F Landscape Plan, received 1 October 2015  
 04 A Proposed site plan, received 1 October 2015  
 1088 04 Layout to include acoustic barrier, received 28 September 2015  
 Specification for acoustic fence, received 28 September 2015  
 Design & access statement, received 28 October 2014  
 Geo environmental investigation, received 28 October 2014

Retail & planning statement, received 28 October 2014  
 Employment land statement, received 28 October 2014  
 Transport assessment, received 28 October 2014  
 Waste management statement, received 28 October 2014  
 Environmental noise report, received 28 October 2014  
 Travel plan, received 28 October 2014  
 Waste management strategy, received 28 October 2014  
 Community involvement statement, received 28 October 2014  
 Ecological appraisal, received 28 October 2014  
 01 Site location plan, received 28 October 2014  
 02 Existing site plan, received 28 October 2014  
 03 Proposed site plan, received 28 October 2014

05 Proposed plans, received 28 October 2014  
 06 Proposed elevations & sketch perspective, received 28 October 2014  
 07 Proposed elevations & sketch perspective, received 28 October 2014

**Advices**

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1 Nesting birds: Anyone who takes, damages or destroys the nest of any wild bird whilst that nest is in use or being built is guilty of an offence under the Wildlife and Countryside Act 1981 and prior to commencing work you should ensure that no nesting birds will be affected.

2 Alterations to vehicular access: There is a requirement to make alterations to vehicular access(es). Applicants should note the provisions of section 184 of the Highways Act 1980. The works should be to the specification and constructed to the satisfaction of the Highway Authority (Telephone 0117 9222100). You will be required to pay fees to cover the councils costs in undertaking the approval and inspection of the works.

3 Works on the public highway: The development hereby approved includes the carrying out of work on the public highway. You are advised that before undertaking work on the highway you must enter into a formal agreement with the council which would specify the works and the terms and conditions under which they are to be carried out. You should contact City Development, Wilder House, Wilder Street, Bristol, BS2 8PH or telephone 0117 903 6846, allowing sufficient time for the preparation and signing of the agreement. You will be required to pay fees to cover the councils cost's in undertaking the following actions:

- 1) Drafting the agreement
- 2) A monitoring fee equivalent to 15% of the planning application fee
- 3) Approving the highway details
- 4) Inspecting the highway works.

4 Public Right of Way: The above application site abuts a Public Right of Way (PROW) No. BCC/;

Whilst it may be unlikely that the [public FP/BR] will be affected by the proposed development, it should remain open and safe for public use at all times. The developer should therefore be made aware of his/her obligations not to interfere with the public right of way either whilst development is in progress or on completion, as any interference may well constitute a criminal offence.

The Public Rights of Way team should be consulted on any proposals concerning the property boundary abutting PROW [No. ].\*\*\*\*.

[Optional para. No public vehicular rights exist along this path and it may not be driven along without the lawful authority of the landowner(s), unless a private right of way is shown on property deeds. It is the applicant's responsibility to ensure that the appropriate private right exists or has been acquired from the landowner.]

Due to the close proximity of the development site to the [FP/BR], it may be necessary to advise as follows:-

During construction works, PROW [No.\*\*\*\*] :-

- \* Should remain open, unobstructed and safe for public use at all times;
- \* no materials are to be stored or spilled on the surface of the PROW;
- \* there must be no encroachment onto the width of the PROW;
- \* no vehicles are to use the PROW without lawful authority;
- \* any scaffolding and/or skips placed over or adjacent to the right of way must not obstruct public access or inconvenience the public in their use of the way and must be properly licensed (for a permit application form, contact the Highway Asset Management Group, tel. 0117 922 3838);

\* if construction works are likely to temporarily affect the right of way, the developer may need to apply for a temporary Traffic Regulation Order to close or divert the PROW for the duration of the works on the grounds of safety of the public. For further advice, or to apply for a TTRO, contact the Highway Network Management team, Tel. 0117 903 6838). N.B. Any damage caused to the surface of the right of way during development works must be made good to the satisfaction of the Highway Authority.

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5 The development hereby approved is likely to impact on the highway network during its construction. The applicant is required to contact Highway Network Management to discuss any temporary traffic management measures required, such as footway, Public Right of Way or carriageway closures, or temporary parking restrictions. Please call 0117 9036852 or email [traffic@bristol.gov.uk](mailto:traffic@bristol.gov.uk) a minimum of eight weeks prior to any activity on site to enable Temporary Traffic Regulation Orders to be prepared and a programme of Temporary Traffic Management measures to be agreed.

**BACKGROUND PAPERS**

Transport Development Management	1 October 2015
Economic Development	25 March 2015
Urban Design	5 December 2014
Nature Conservation Officer	4 December 2014
Pollution Control	12 December 2014
Contaminated Land Environmental Protection	22 December 2014
Arboricultural Team	4 December 2014
Crime Reduction Unit	1 December 2014
Flood Risk Manager	8 December 2014
Landscape	4 December 2014
City Centre Projects (Public Art)	10 December 2014

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V1.0111

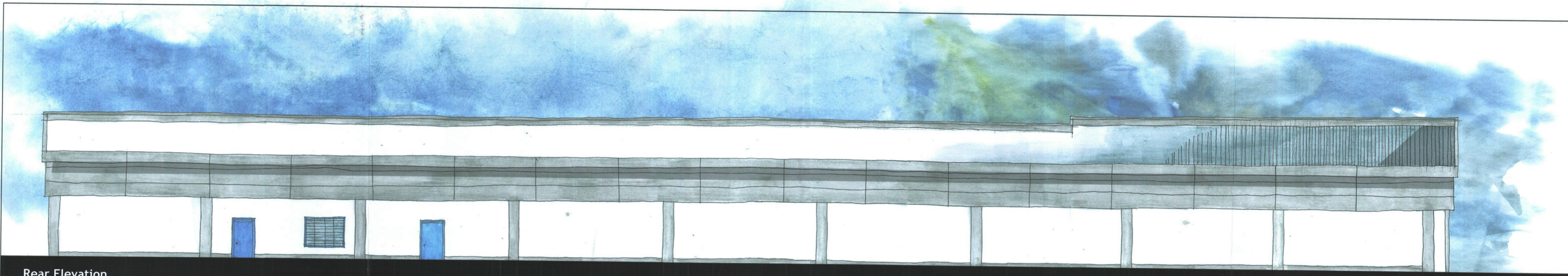




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Rev	Date	Comments
Job		
PROPOSED NEW LIDL FOOD STORE AT MULLER ROAD, BRISTOL		
Dwg Title		
SITE LOCATION PLAN		
<b>LAPWORTH ARCHITECTS</b>		
Lapworth Architects Ltd Surreyville House, 20-22 Waterloo Road, Edgbaston, Birmingham, B15 3AA Tel +44 (0)121 455 0032 Fax +44 (0)121 454 0902		
Scale	Date	Drawn
1:1250 @A3	August 2014	
Job no.	Dwg no.	Revision
1088	01	

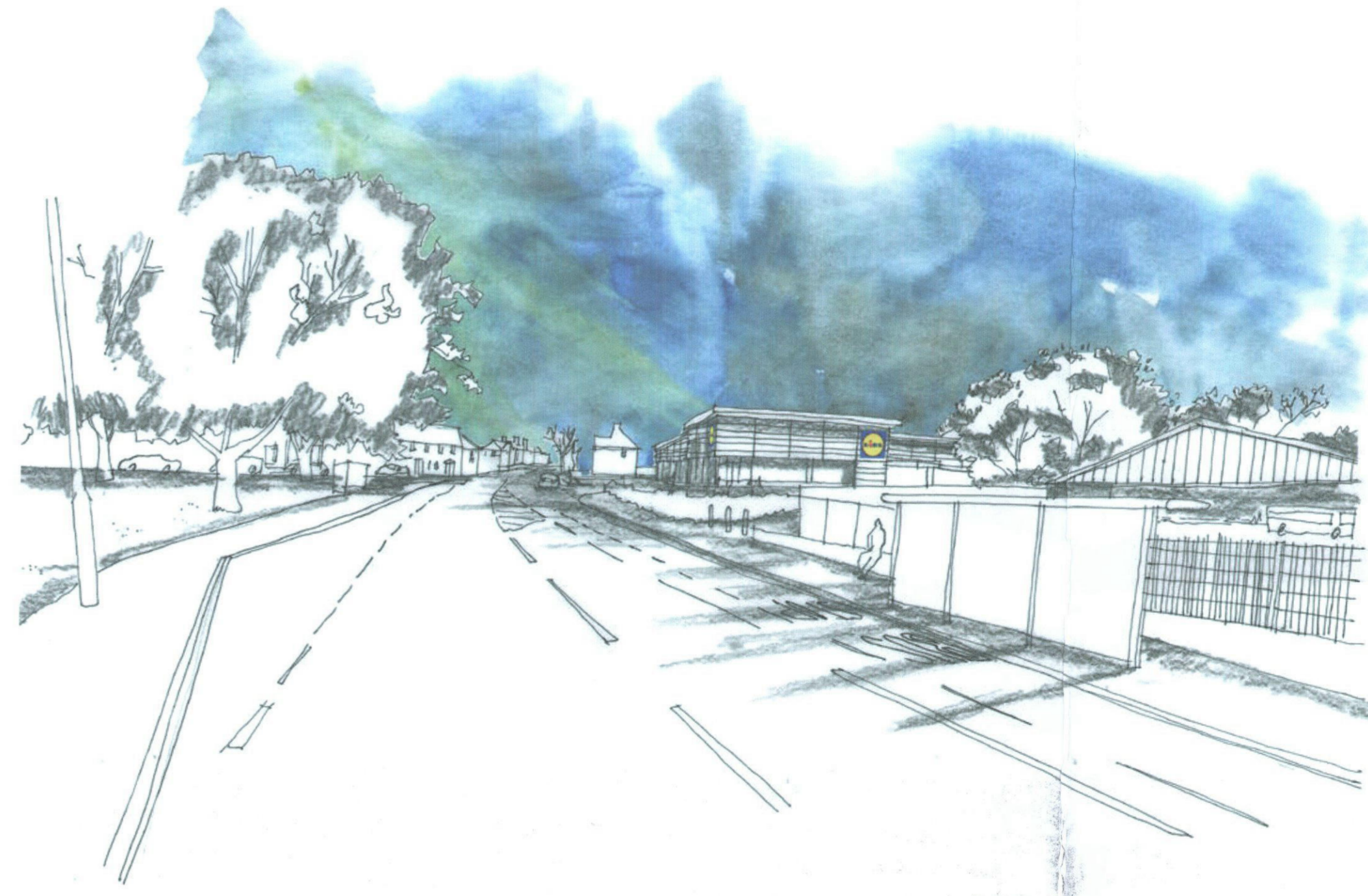




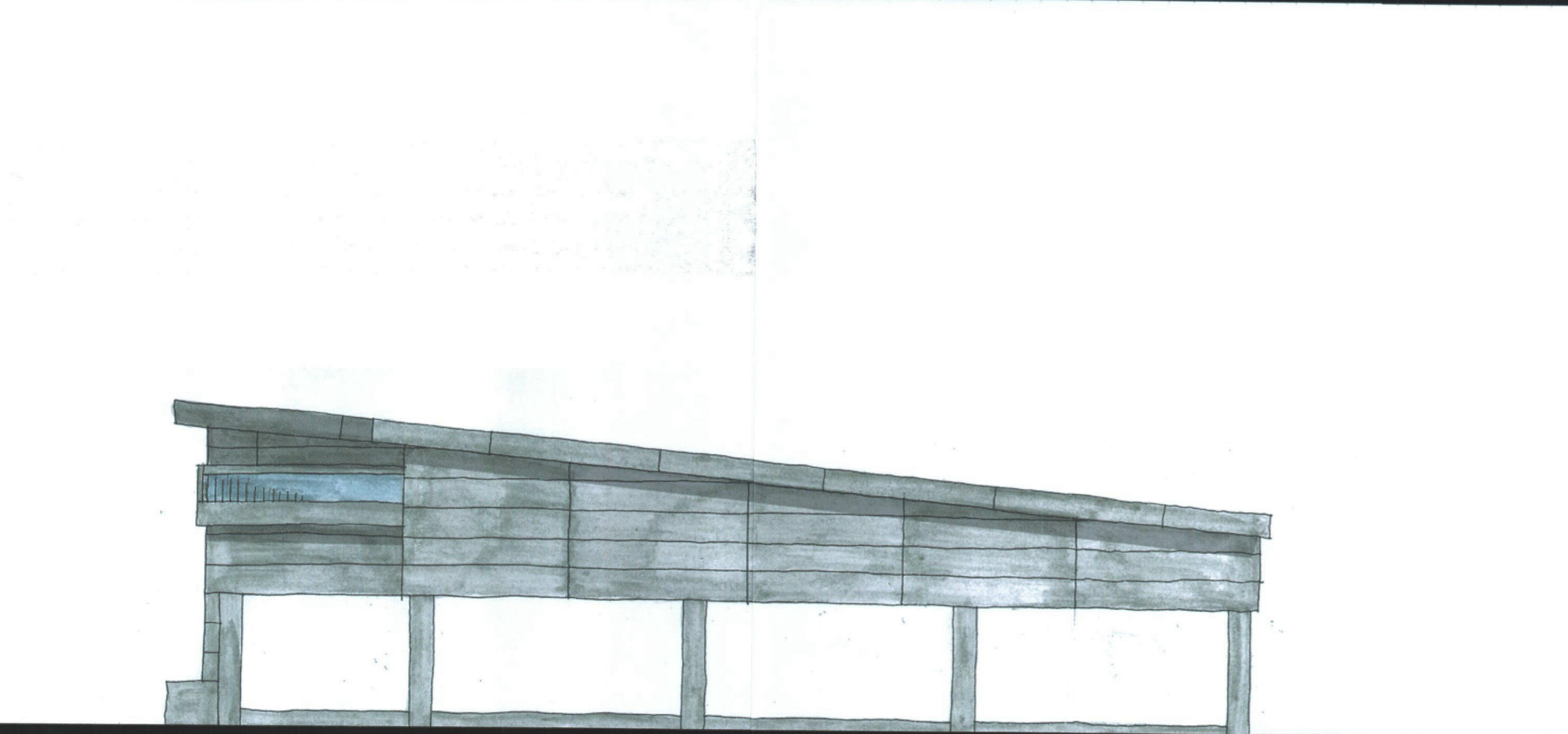
Rear Elevation



Side Elevation as proposed - facing Muller Road



Sketch perspective

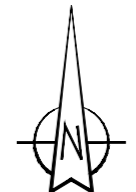
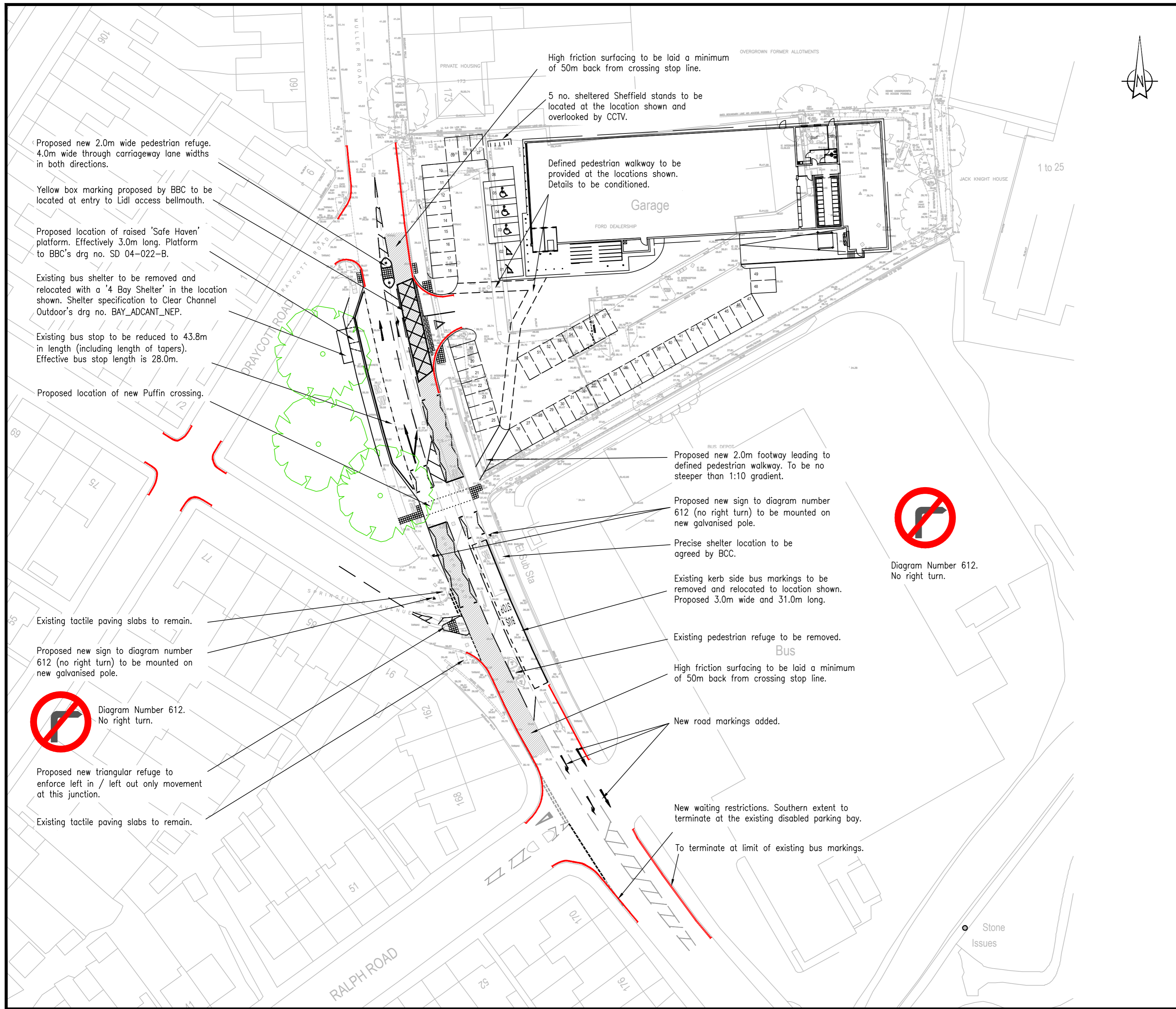


Side Elevation as proposed

Rev	Date	Comments
Job		
PROPOSED NEW LIDL FOOD STORE AT MULLER ROAD, BRISTOL		
Dwg Title		
ELEVATIONS + SKETCH PERSPECTIVE AS PROPOSED		
<b>LAPWORTH ARCHITECTS</b>		
Lapworth Architects Ltd Somerville House, 20-22 Harborne Road, Edgbaston, Birmingham, B15 3AA Tel - 0121 455 0032 Fax - 0121 454 0502		
Scale	Date	Drawn
1:100 @ A1	August 2014	
Job no.	Dwg no.	Revision
1088	07	

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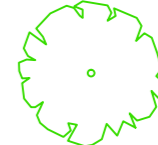





**NOTES**

1. Do no scale from this drawing.
2. This drawing is for illustrative purposes only and not for construction.
3. This drawing is to be read and printed in colour.

**KEY**

-  Trees shown indicatively. Location and crown based on satellite image.
-  New Waiting Restrictions subject to TRO (Double yellow lines to diag no. 1018.1).

**TRAFFIC REGULATION ORDERS**

- Traffic Regulation Orders (TRO) are required for the following items:
- New waiting restrictions (double yellow lines) at the locations shown.
  - Loading restrictions on Muller Road.
  - Weight restrictions to roads west of Muller Road to be applied under a single TRO.
  - No right turns restrictions to and from Springfield Avenue.

REV	DETAILS	DRAWN BY	CHECKED BY	DATE
D	Double yellow line added south of Ralph Road (eastside) & text added	DCF	LC	03.08.2015
C	Amendments to text.	NH	LC	26.06.2015
B	TRO notes added. Shown extents of additional waiting restrictions. Adjusted length of yellow box markings. Hatching south of crossing removed. Added additional arrow road markings.	NH	CL	09.06.2015
A	Southbound bus stop length increased to 31.0m. Hatching revised at removed pedestrian refuge. Left in/left out junction arrangement provided from Springfield Ave. Northbound bus lay-by length increased. Specification for bus shelter and bus stop platform identified. Annotated northern pedestrian refuge with through lane widths. High friction surfacing shown. Yellow box marking at Lidl site access bellmouth. Pedestrian walkway to be conditioned. Diagonal footway to be 1:10 max gradient. Sheltered cycle stands shown. Drawing title name revised.	NH	LC	31.03.2015

CLIENT: **Lidl**

PROJECT: **Lidl, Muller Road**

DRAWING TITLE: **Proposed Site Access Arrangement**

SCALES: **1:500** SHEET SIZE: **A2**  
 DRAWN: **NH** CHECKED: **LC** DATE: **09.03.2015**

**WYG Transport**  
 part of WYG group  
 Ropemaker Court  
 11-12 Lower Park Row, Bristol, BS1 5BN  
 t: 0117 925 4393 f: 0117 925 4239 e: transport.bristol@wyg.com



DRAWING NUMBER: **A088292 - GA01** REVISION: **D**