

WARD: Brislington East **CONTACT OFFICER:** Anna Penn
SITE ADDRESS: 149 Wick Road Bristol BS4 4HH

APPLICATION NO: 15/03714/F Full Planning
EXPIRY DATE: 14 September 2015

Part demolition of existing building and erection of 5 No. 2 bed residential dwellings.

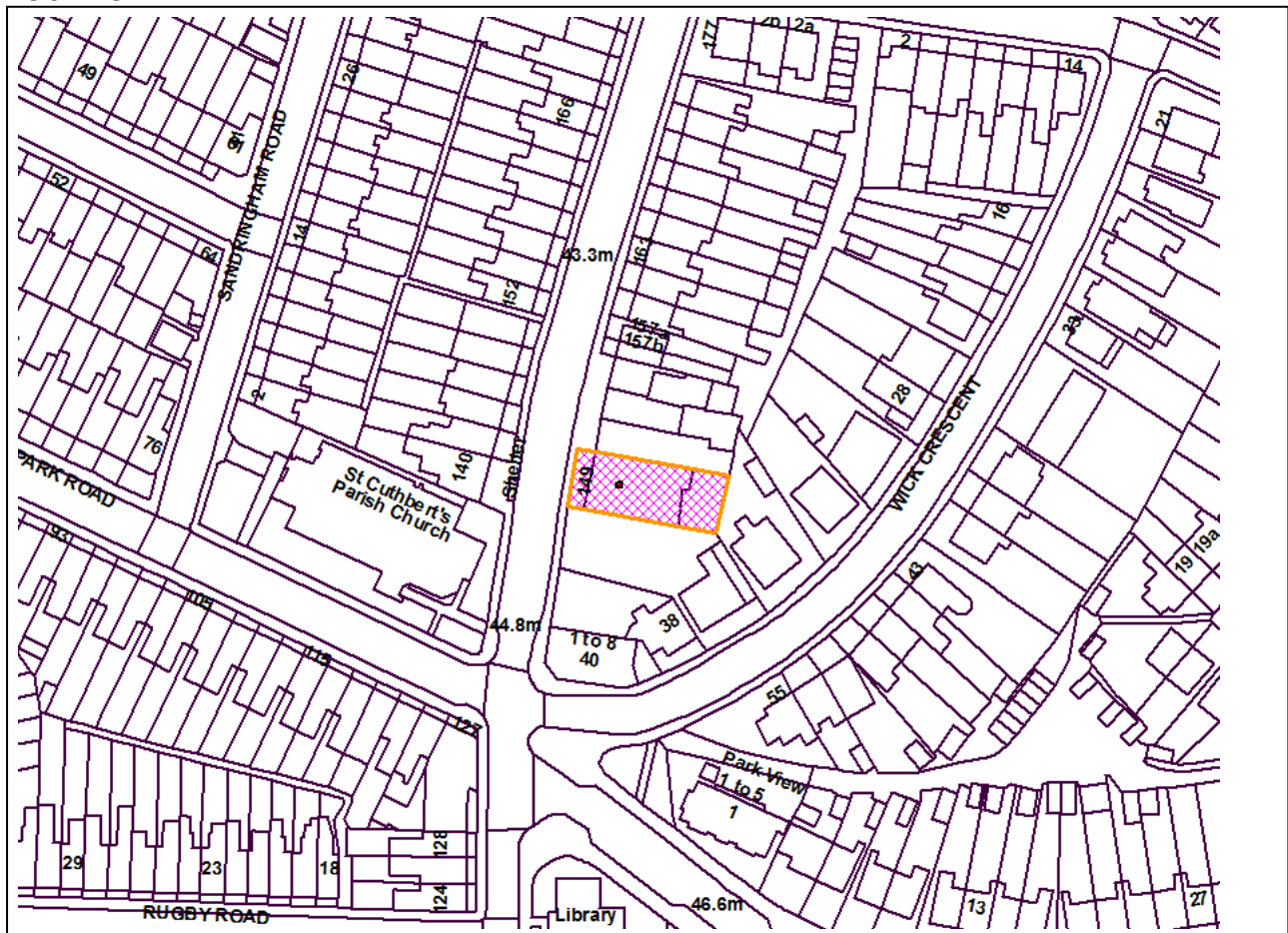
RECOMMENDATION: Grant subject to Condition(s)

AGENT: Dexter Building Design Ltd
 20 Hotwells Road
 Bristol
 BS8 4UD

APPLICANT: Mr B Claridge
 149 Wick Road
 Bristol
 BS4 4HH

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

LOCATION PLAN:



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THE APPLICATION SITE

The application relates to a vacant commercial premises located on the east side of Wick Road in Brislington, close to a crossroad junction with Sandy Park Road and Wick Crescent. Immediately to the north of the site is a small rank of shops with flats above although the surrounding area is predominantly residential in character. To the rear, there are a number of residential properties in Wick Crescent that back onto the site. The properties along Wick Road, including the commercial properties, are predominantly two stories in height. On the corner of Wick Road/Wick Crescent there is a three storey flatted development that was completed recently. The properties at the rear in Wick Crescent are a mix of bungalows and two storey houses. The existing building is an attractive but unlisted property with ashlar elevations and the remains of an old shop front. The building forms an end of terrace and its ridge height is set at a lower level from the adjoining premises. The front part of the building is two storey although the pitched roof is hidden from the streetscene by a parapet. The property has a number of existing single storey extensions at the rear and a small courtyard area. The site is landlocked at the back with no rear access.

Wick Road is a busy through route with a 20 mph speed restriction and no parking restrictions. The street is heavily parked with residential parking and those using the local shops nearby. Both Wick Road and Sandy Park Road are on main bus routes into and out of the city centre and there is a bus stop located opposite the site.

THE APPLICATION

The application has been revised since it was originally submitted due to concerns about the scale of development proposed. It is now proposed to partially demolish the existing building with the retention of the facade and the erection of a replacement building comprising 5 two bedroom flats. This incorporates part two storey and single storey extensions at the rear on the footprint of the existing older extensions. The re-building of the facade will result in an increase in the ridge height of the building to provide accommodation within the roof. Bin storage will be provided at the front of the property within the front forecourt area. No off-street parking is proposed.

RELEVANT PLANNING HISTORY

15/00550/F Demolition of existing building and construction of 9 no. 2 bedroom apartments accommodated within a three storey building. Withdrawn March 2015 following officer concerns about the 3 storey height and the height and massing of the rear extensions.

RESPONSE TO PUBLICITY AND CONSULTATIONS

Fourteen objections have been received in respect of the original application and a further 9 objections to the revised scheme, which are summarised as follows:

- Residential use is acceptable but the scale is excessive;
- Loss of light and overbearing impact on residential properties at the rear;
- Loss of privacy to adjoining gardens;
- Lack of off-street parking will add to existing parking congestion in the area, to the detriment of highway safety;
- An access should be made to a rear parking area;
- Disruption during construction works;
- Loss of value to property;
- Unclear what materials are to be used;

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- Bin storage in front of the property will be unsightly;
- Property should be used for business use.

Councillor Wollacott (original scheme): "I have taken some time to review this application, and whilst recognising that we do have a housing shortage in Bristol, this does have to be balanced with the interests of existing residents to ensure that any developments are sustainable and develop the area in a manner that improves the local environment.

The proposals look to substantively increase the accommodation on site, moving from 1 unit to 7, on what is a relatively small plot. It is clear from inspection of the site, that it most certainly is in need of improvement, and I do not think that any of the local residents would object to the site being redeveloped in a manner that does not have an adverse impact on the local environment. The 3 story proposals will make this site imposing for those who live nearby, and offers little in the scope of amenity to potential occupants. It seems that there is a clear push to maximise the return from development of the site, without due consideration for the potential impact on existing residents.

There are also concerns that whilst we have proposals put forward now, there is a general trend amongst developers to expand and adapt agreed plans, so there are concerns over potential further adjustments, as the development progresses and there is "mission creep" on site. Wick road is already a busy road, and the location of the site, near the sandy park junction is very busy already. Parking on Wick Crescent and the surrounding streets is already at a premium, especially in the evening, and the introduction of a development of the size proposed will only compound this. We do unfortunately, live in a City where 2 cars per household is the norm, and if we apply this to the current proposal, you may be adding a minimum of 14 extra vehicles into an already congested area. I do feel that the failure to have any off road parking is a major failing with this planning application.

Bristol Civic Society (original scheme): "considers the proposed development over-intensive for this site. The building would occupy a large proportion of the site leaving, in our view, inadequate amenity space for prospective residents. Elevations of the flanks of the large rear extension show many windows on one side and roof level widows on the other side which would result in a considerable degree of overlooking of neighbouring gardens. Seven flats on this site would put considerable pressure on demand for off-street parking. The Society considers that these factors would be harmful to the amenity of neighbouring properties and we are doubtful that this density of development would result in a satisfactory living environment for future residents of the proposed scheme. A more modest proposal which addressed these concerns could be acceptable."

OTHER COMMENTS

Transport Development Management: "The principle of residential units in this area is acceptable on transport grounds. However, this proposal fails to demonstrate that it will not have an impact on safety and amenity for existing residents arising from on-street car parking. The application refers to a Transport Statement, but I can find no record of this being submitted, so I have assessed the application as it stands.

Highway Safety

The site is well served by public transport to Cribbs Causeway and the City Centre. However, given its location, it is likely that occupiers will own cars. The consultee responses regarding parking are acknowledged and appreciated. It is also noted that the proposal has been revised and has been reduced in size to 5 flats, and alterations have been made to improve cycle parking and refuse storage. NPPF favours sustainable development, and states that a refusal can only be made if the impact on highway grounds is be severe.

Assessment of the census data shows that more than 70% of households in this area do not have second cars, and given that these proposed units are smaller than the surrounding households, it is unlikely that there will be the considerable number of cars on-street that surrounding residents are

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concerned about. Whilst the additional parking in the area may give rise to inconvenience to the existing residents, it is not considered that this proportion of vehicles would give rise to a severe impact on highway safety. In view of this, there is no planning reason why this could be refused on transport grounds, subject to the following conditions:

C5 Implementation/Installation of Refuse Storage and Recycling Facilities

C13 Completion and Maintenance of Cycle Provision

I043) Impact on the highway network during construction"

Flood Risk Manager: "The Sustainability Statement does not address the requirements of BCS16 - Flood Risk and Water Management, which is a Planning Application Requirement for this type of development proposal. We therefore object to the proposals and request that a strategy of surface water management is put in place in accordance with the West of England SuDS Guide."

Nature Conservation Officer: "This proposal includes the demolition of an existing building. The following advisory note should be provided. All species of bats and their roosts are legally protected. If bats are encountered all demolition or construction work should cease and the Bat Conservation Trust (Tel 0845 1300 228) should be consulted for advice. The following advisory note should be provided. All species of wild birds, their eggs, nests and chicks are legally protected until the young have fledged. No site clearance or tree or hedge removal shall be carried out on site between 1st March and 30th September inclusive in any year, unless a check has been carried out beforehand by a qualified ecologist as agreed with the local planning authority."

Urban Design has commented as follows:-

Refer to policy and guidance

Contaminated Land Environmental Protection has commented as follows:-

The application site is situated on land thought to have been subject to a number of potentially contaminating land uses since it was constructed in the early twentieth century including a printing works and engineering works. A motor garage was present to the south during the latter part of the twentieth century. The proposed development is sensitive to contamination therefore the developer must demonstrate the site is fit for purpose as per the requirements of the National Planning Policy Framework.

It is recommended the following conditions are applied to any future planning consent: B11, B12, B13 and C1.

Please note I have no objection to demolition occurring before site investigation.

RELEVANT POLICIES

National Planning Policy Framework – March 2012

Bristol Core Strategy (Adopted June 2011)

BCS1	South Bristol
BCS5	Housing Provision
BCS10	Transport and Access Improvements
BCS13	Climate Change
BCS14	Sustainable Energy
BCS15	Sustainable Design and Construction
BCS18	Housing Type
BCS20	Effective and Efficient Use of Land
BCS21	Quality Urban Design

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

DM1	Presumption in favour of sustainable development
DM23	Transport development management
DM26	Local character and distinctiveness
DM27	Layout and form
DM29	Design of new buildings
DM30	Alterations to existing buildings
DM31	Heritage assets
DM32	Recycling and refuse provision in new development

KEY ISSUES

(A) THE PRINCIPLE OF RESIDENTIAL DEVELOPMENT

The character of Wick Road in the vicinity of the site is predominantly residential, although there are commercial units located immediately to the north of the site. The site does not lie within any designated local centre or protected shopping frontage. It is understood that the building has been vacant for a number of years and the building has begun to deteriorate. The loss of this vacant commercial use will not conflict with policies that seek to protect the loss of retail or commercial uses within local centres. Given the lack of demand for any commercial or retail use, the redevelopment of the site for residential use is considered acceptable in principle. The additional residential units will contribute to providing windfall housing sites in accordance with core strategy policies, and will also regenerate an unlisted building of merit to the benefit of the local area.

(B) SUMMARY OF REVISIONS TO THE SCHEME

The scheme as originally proposed was to rebuild the existing building with a substantial 3 storey extension at the rear. A further single storey extension would have brought the building right up to the boundary of the rear gardens of Wick Crescent. This would have resulted in an overbearing impact and loss of privacy to no's 34 and 36 Wick Crescent in particular.

The revisions to the scheme have sited the extensions further from the rear boundary, back to the existing rear building line. The three storey extension has been reduced to 2 storeys in height. The single storey element has been re-sited to the north and will infill a space up to the side boundary of no. 151 Wick Road. The extensions are now subservient in scale and height to the main building.

(C) DESIGN

It is proposed to retain the existing facade onto Wick Road and to increase the height of the roof in order to provide accommodation in the roofspace. This would bring the ridge height approximately 300mm higher than the ridge height of the adjoining property. The previously withdrawn scheme proposed a full 3 storey height building which was considered excessive and out of keeping. The reduction in scale now proposed is considered acceptable in design terms. New windows will be inserted into the first floor of the facade, to be of a style and proportion to match the adjoining building. The existing front bay will be retained with its attractive leaded roof and new windows and doors added to the ground floor. It is considered appropriate to impose a condition requiring the recording of the facade and a demolition plan so that as much of the original facade can be retained as possible. The extensions at the back will be rendered and this is considered appropriate for the rear of the building.

(D) IMPACT ON RESIDENTIAL AMENITY

The rear boundary of the site backs onto the rear gardens of Wick Crescent. Two properties in particular would be affected by development at the rear of the application site. No. 34 is a detached

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bungalow with an attached conservatory that is sited just over 3 metres away from the rear boundary. No.36 has an extension at the rear, with non-habitable room windows, that is sited approximately 2.5 metres away from the side (south) boundary. Officers have viewed the site from the rear gardens of both these properties to fully assess the proposed development. Officers are now satisfied that the revised proposals will not have an overbearing impact on the adjoining residential occupiers. The extensions will be sited 12 metres away from the adjoining properties at the closest point, in accordance with guidelines within SPD 2 "House Alterations". A sun path plan has been submitted that shows that the development will not affect levels of sunlight into the Wick Crescent rear gardens.

(E) TRANSPORT/PARKING ISSUES

It is acknowledged that Wick Road is a busy commuter route and that on-street parking can be difficult. However, the site is ideally located opposite a bus stop, with direct access to the city centre. The site is landlocked at the rear and it is not possible to provide an access way into the rear garden.

(F) SUSTAINABILITY

An Energy and Sustainability report has been submitted that demonstrates that carbon dioxide emissions can be reduced by 20.2%. This can be achieved by a range of measures including PV panels on the southern roof slope.

CONCLUSIONS

The proposed development is sited in a sustainable location, in close proximity to the Sandy Park Road Local Centre and to bus links to the city centres. The redevelopment of this site to provide windfall housing accords with national and local plan policy. The originally submitted plans were considered to be an overdevelopment of the site. The reduction in the scale of development has overcome previous concerns about the potential overbearing impact on close neighbours. It is recommended that planning permission is granted.

COMMUNITY INFRASTRUCTURE LEVY

How much Community Infrastructure Levy (CIL) will the development be required to pay?

The application will generate a requirement for a CIL contribution of £12,926.79.

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 Purchase Act 2004.

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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
 hours of operation
 method of prevention of mud being carried onto highway
 pedestrian and cyclist protection
 proposed temporary traffic restrictions
 arrangements for turning vehicles

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

3. Land affected by contamination - Site Characterisation

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

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

(ii) an assessment of the potential risks to:

- * human health,
- * property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- * adjoining land,
- * groundwaters and surface waters,
- * ecological systems,
- * archaeological sites and ancient monuments;

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

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

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

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4. Land affected by contamination - Submission of Remediation Scheme

No development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been prepared, submitted to and been approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

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

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

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

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

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

6. Sustainable Drainage System (SuDS)

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

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

7. Detailed drawings at the scale of 1:20 and 1:100 scale of the following shall be submitted to and be approved in writing by the Local Planning Authority before the relevant part of work is begun. The detail thereby approved shall be carried out in accordance with that approval.

- a) rebuilding of the decorative cornice and parapet on the front facade;
- b) reinstatement of the front bay and the moulded lead roof.

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Reason: In the interests of visual amenity and the character of the area.

8. No demolition shall commence until a demolition plan has been submitted to and approved in writing by the Local Planning Authority and thereafter carried out in accordance with the approved details. The demolition plan shall include details of the extent of the building to be retained, method statement for the retention of the building facade and details of how the party boundary walls are to be retained/made good.

Reason: In the interests of visual amenity and the character of the surrounding area.

Pre occupation condition(s)

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 and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of Condition ****, 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 ****.

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.

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Post occupation management

12. External Works to Match

All new external work and finishes and work of making good shall match existing original work adjacent in respect of materials used, detailed execution and finished appearance except where indicated otherwise on the approved drawings.

Reason: In the interests of visual amenity and the character of the area.

13. The development must be constructed in accordance with the Climate Change, Energy & Sustainability Statement submitted by Claridge Property Services Ltd, dated 17/07/2015. All measures included in this statement shall be included in the development, including the photovoltaic panels, and shall be operational prior to the occupation of the development hereby approved.

Reason: To ensure that the development meets the sustainability and climate change goals of the development plan.

List of approved plans

14. 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.

A102 Existing plans and elevations, received 20 July 2015
 A102 Proposed plans and elevations, received 17 September 2015
 A103 Sun Path Plan, received 24 September 2015
 Planning statement, received 20 July 2015
 Energy Sustainability statement, received 20 July 2015

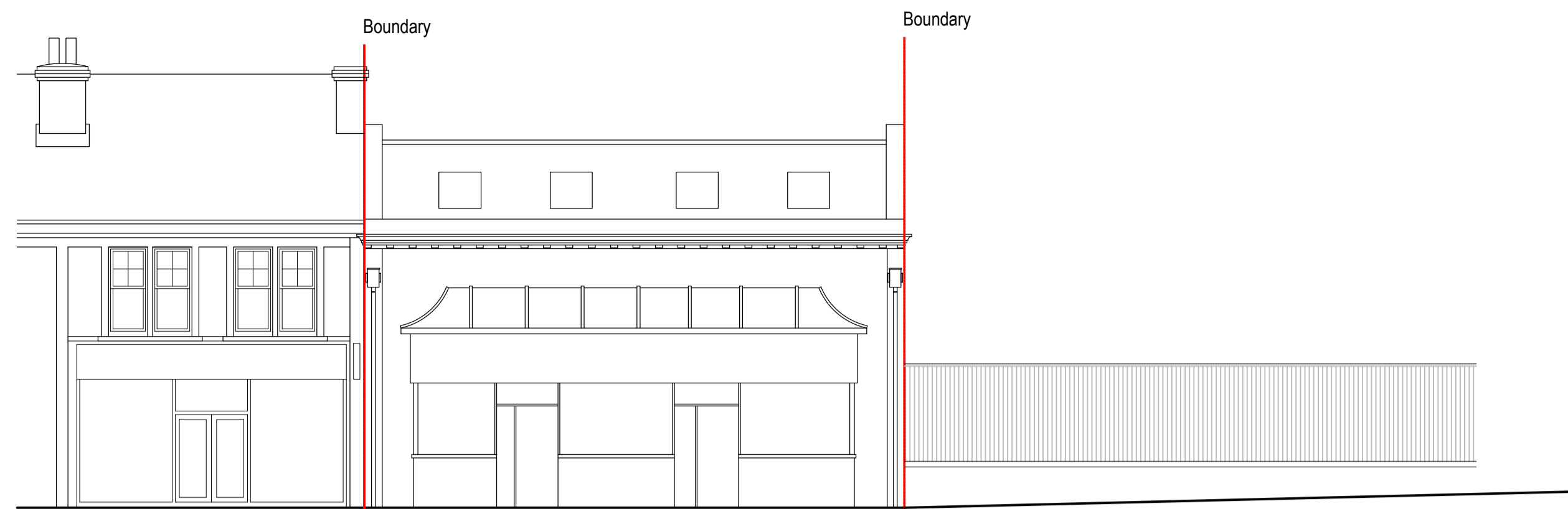
Reason: For the avoidance of doubt.

Advices

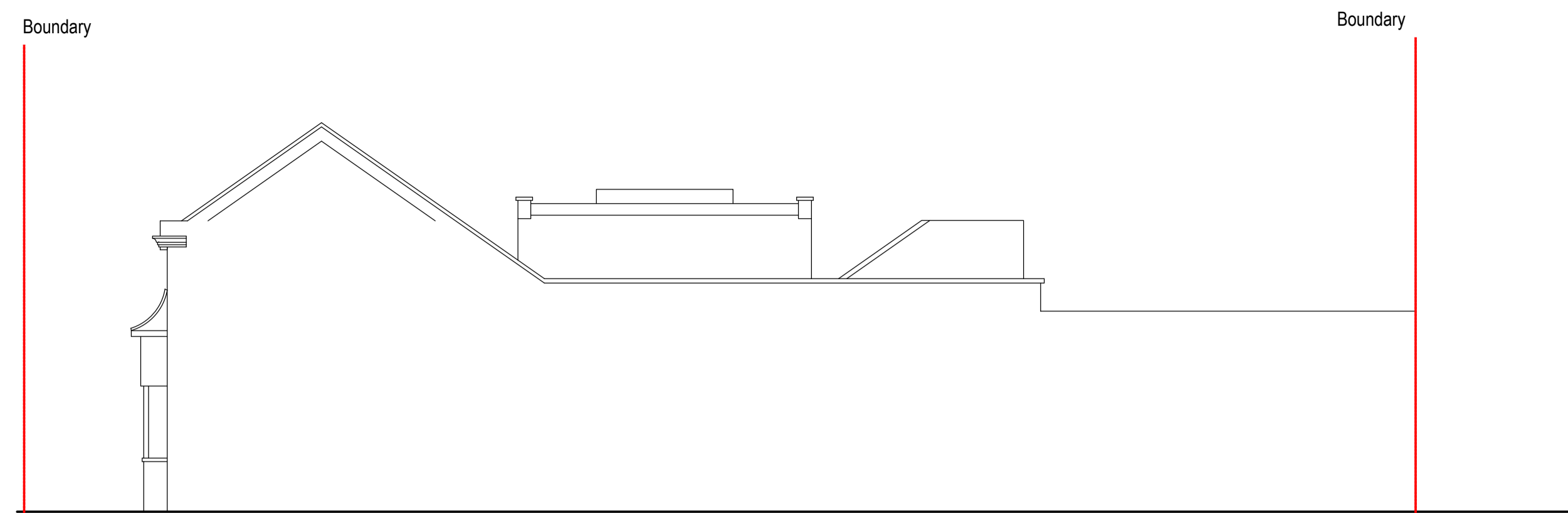
1. Bats and bat roosts: Anyone who kills, injures or disturbs bats, obstructs access to bat roosts or damages or disturbs bat roosts, even when unoccupied by bats, is guilty of an offence under the Wildlife and Countryside Act 1981, the Countryside and Rights of Way Act 2000 and the Conservation (Natural Habitats, &c.) Regulations Act. Prior to commencing work you should ensure that no bats or bat roosts would be affected. If it is suspected that a bat or bat roost is likely to be affected by the proposed works, you should consult English Nature (Taunton office 01823 283211).
2. 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.

BACKGROUND PAPERS

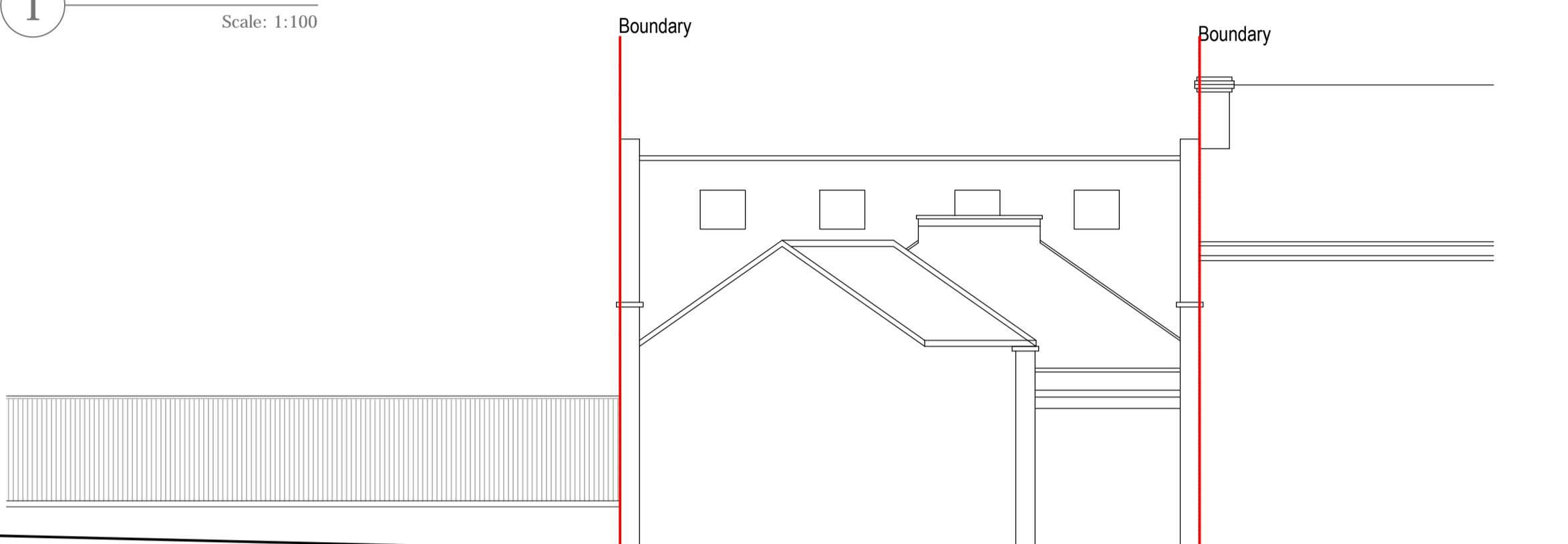
Urban Design	4 August 2015
Flood Risk Manager	6 August 2015
Contaminated Land Environmental Protection	1 September 2015
Nature Conservation Officer	12 August 2015



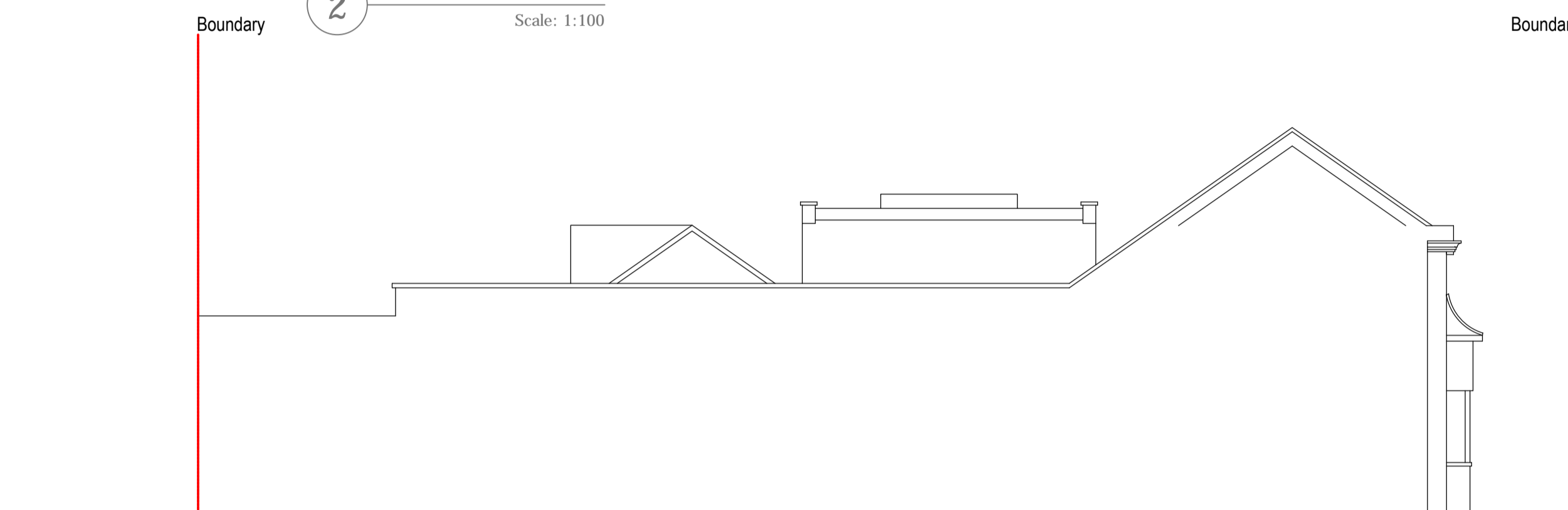
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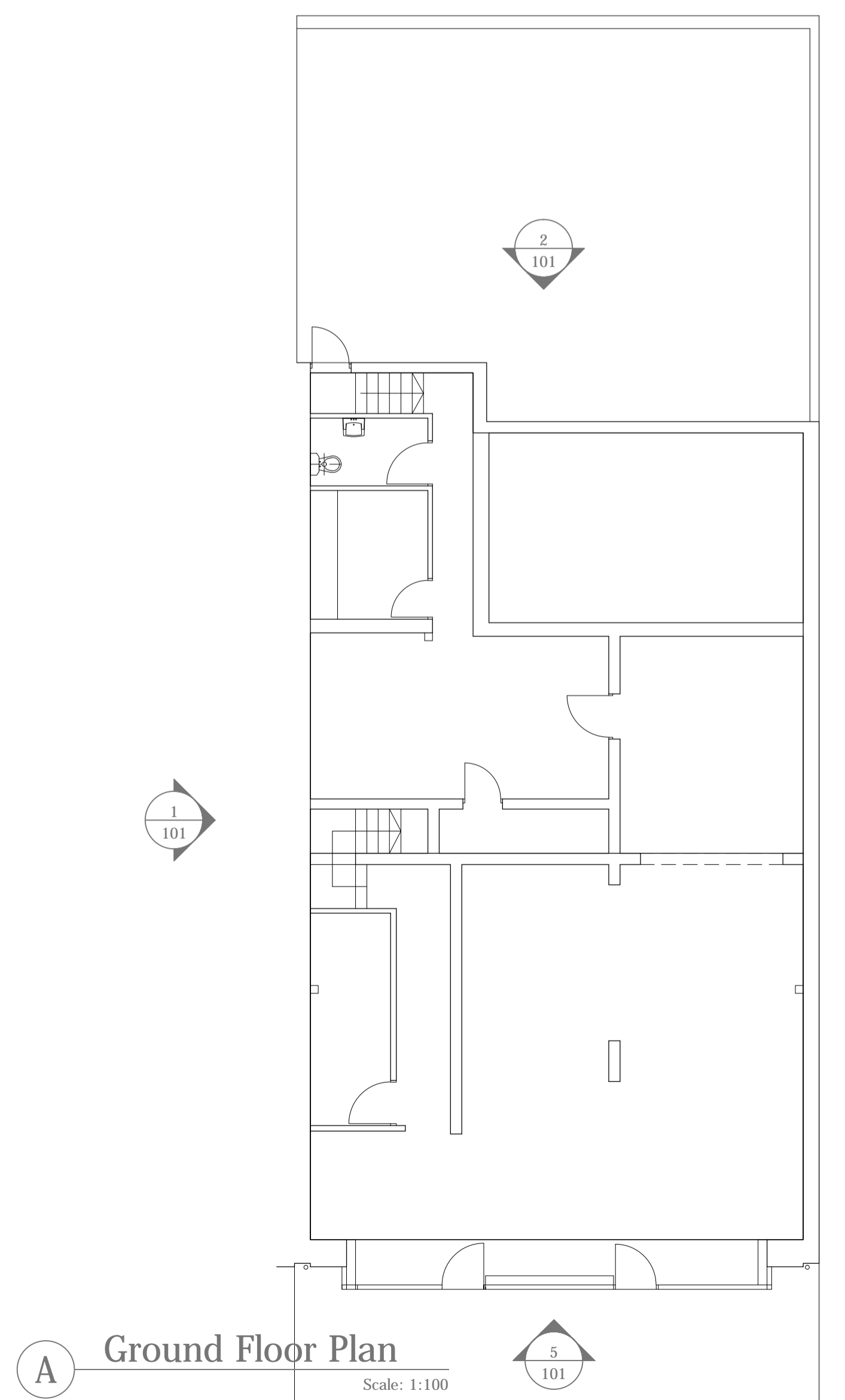
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3 Elevation
Scale: 1:100



4 Elevation
Scale: 1:100



A Ground Floor Plan
Scale: 1:100



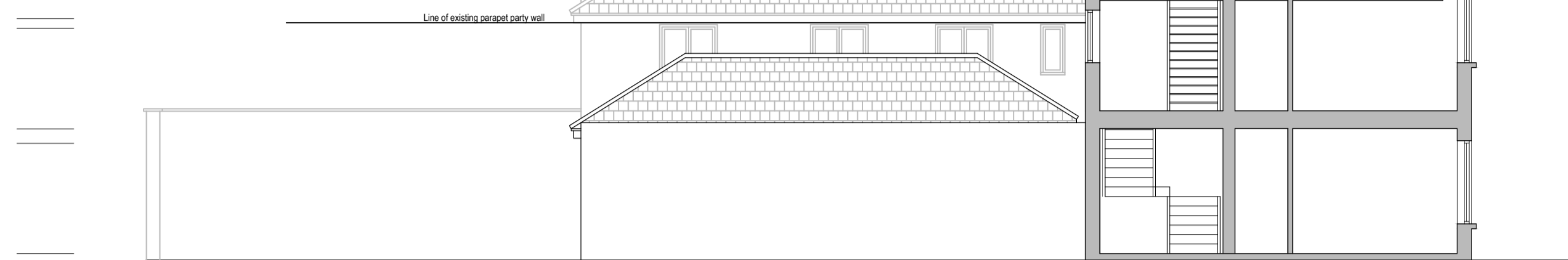
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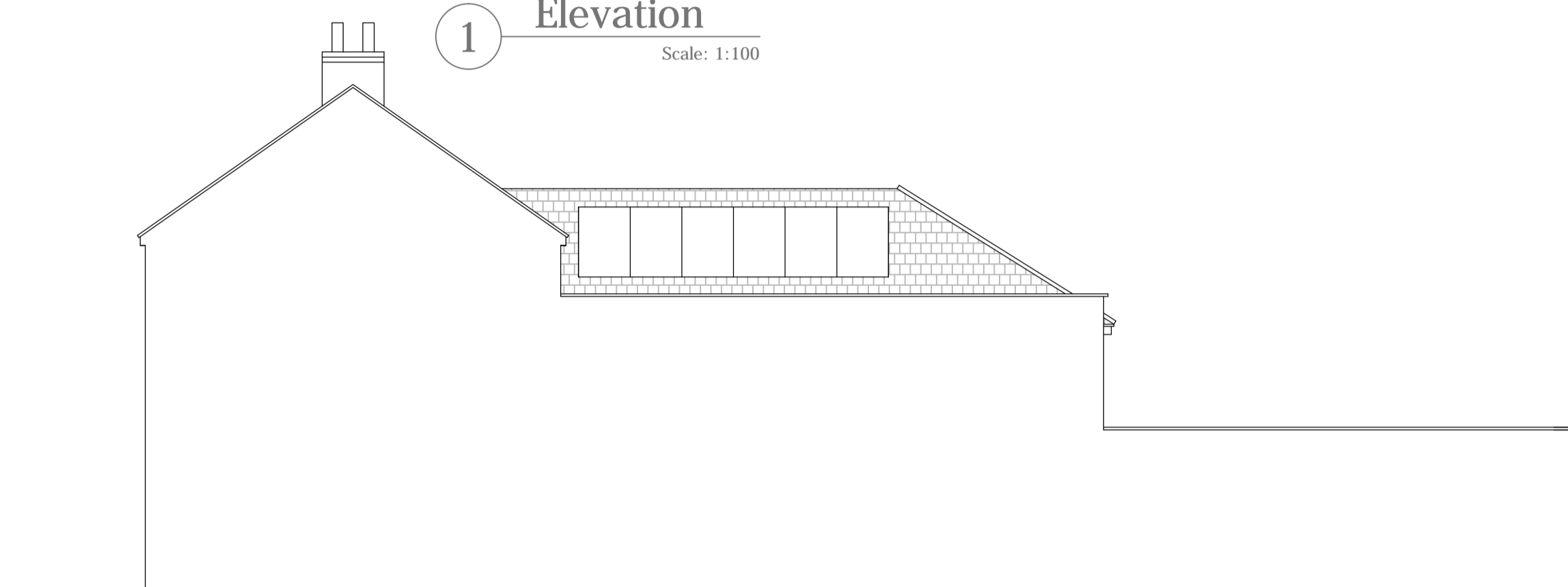
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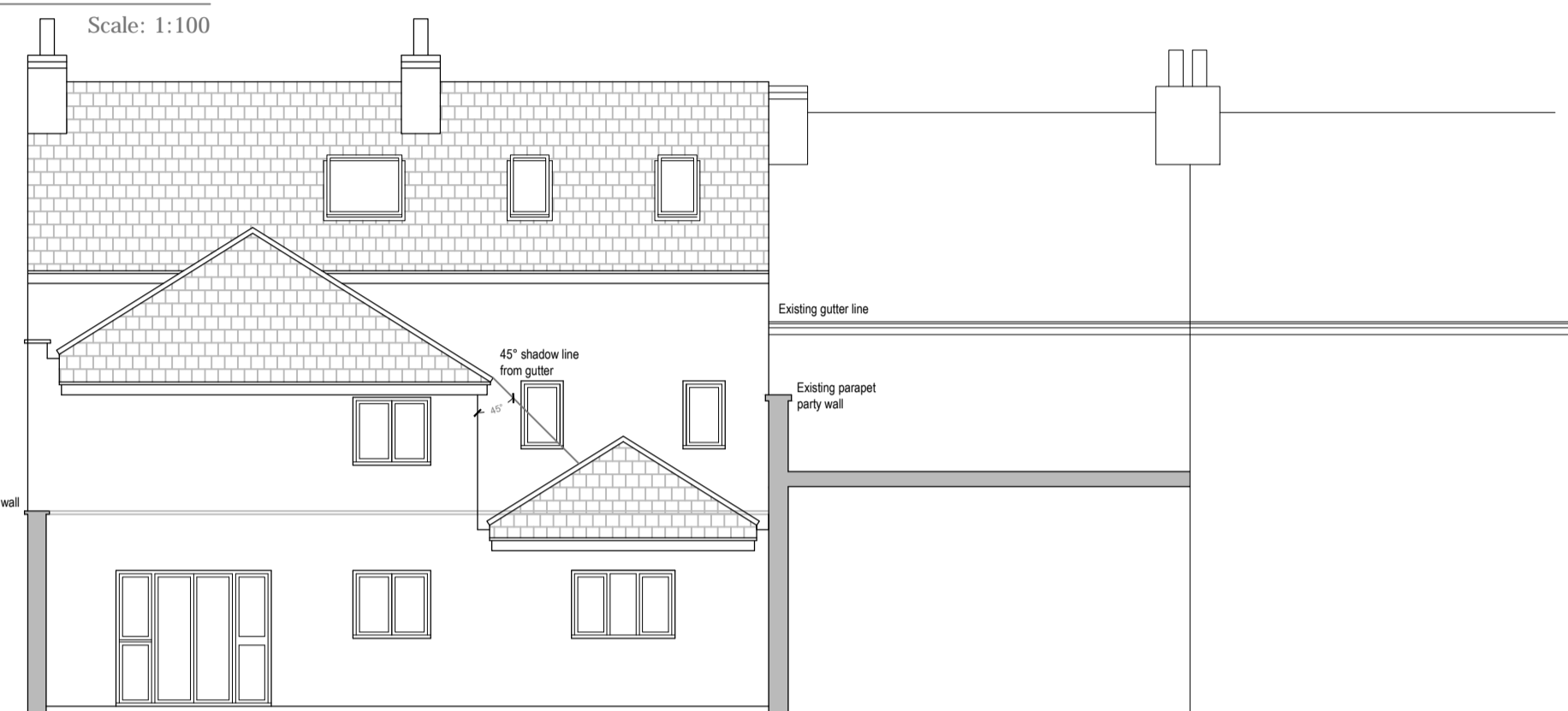
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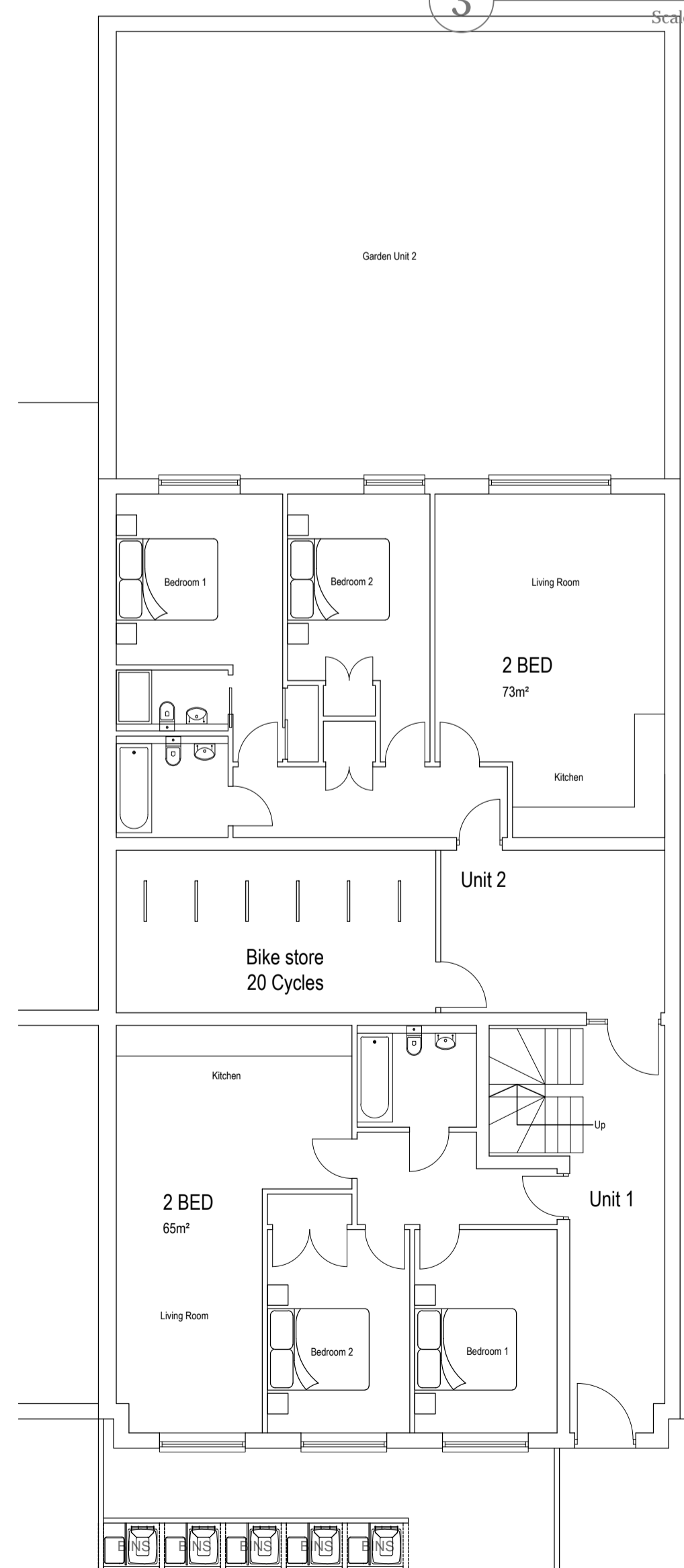
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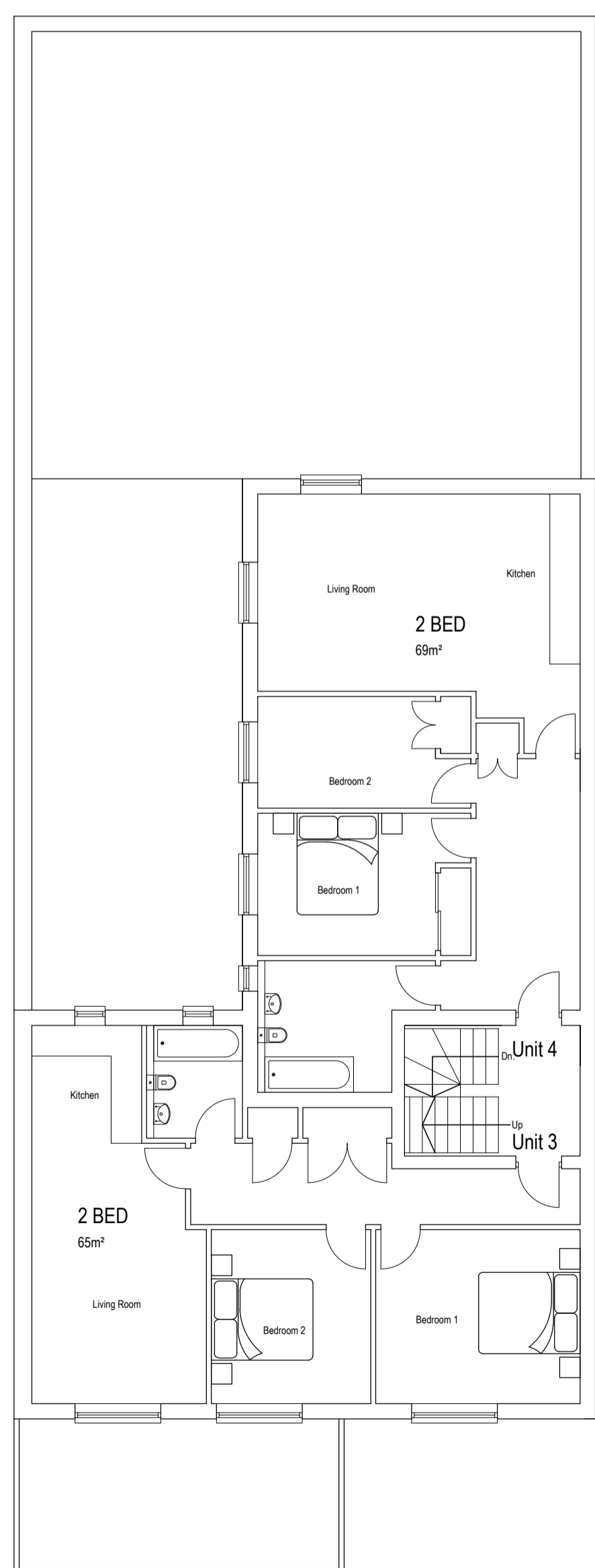
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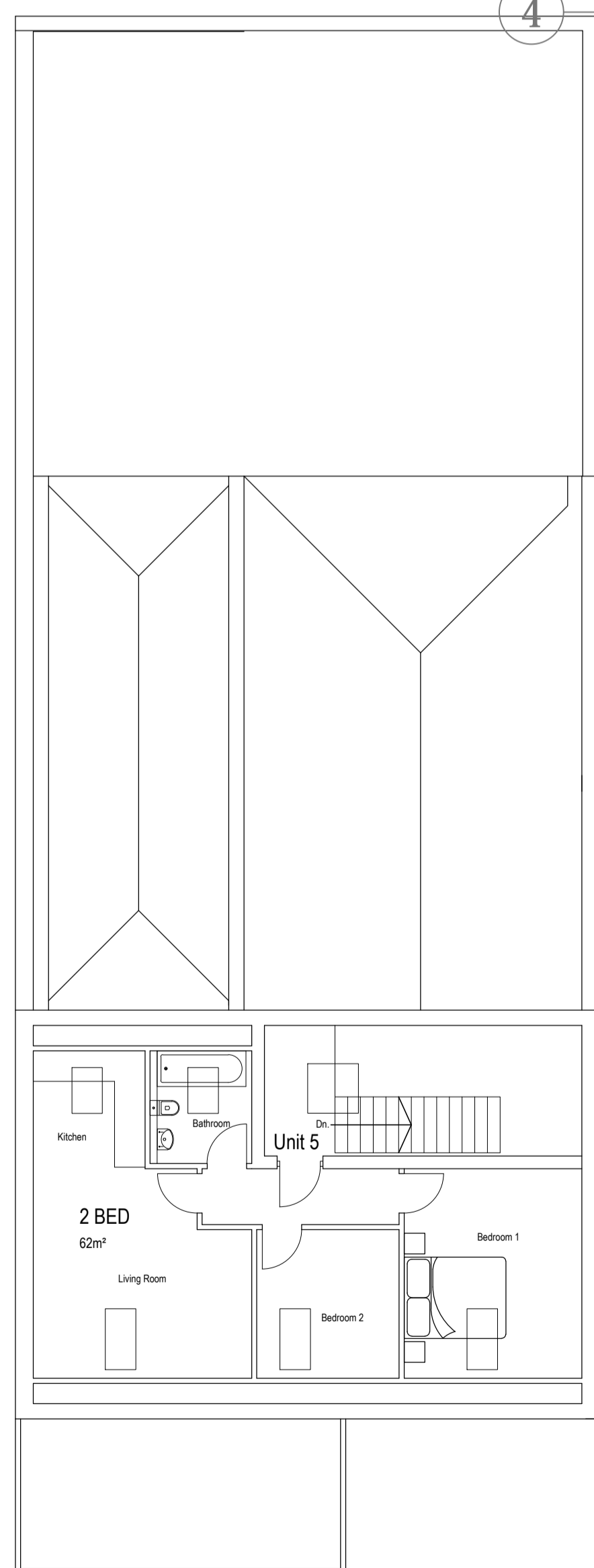
4 Elevation
Scale: 1:100



A Ground Floor Plan
Scale: 1:100



B First Floor Plan
Scale: 1:100



C Second Floor Plan
Scale: 1:100



D Site Plan
Scale: 1:200



E Location Plan
Scale: 1:1250

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