

**WARD:** St George West **CONTACT OFFICER:** Jonathan Coombs

**SITE ADDRESS:** 44 Bellevue Road St George Bristol BS5 6DS

**APPLICATION NO:** 14/05072/F Full Planning

**EXPIRY DATE:** 10 December 2014

***New dwelling C3 on land to the rear of 44 Bellevue Road.***

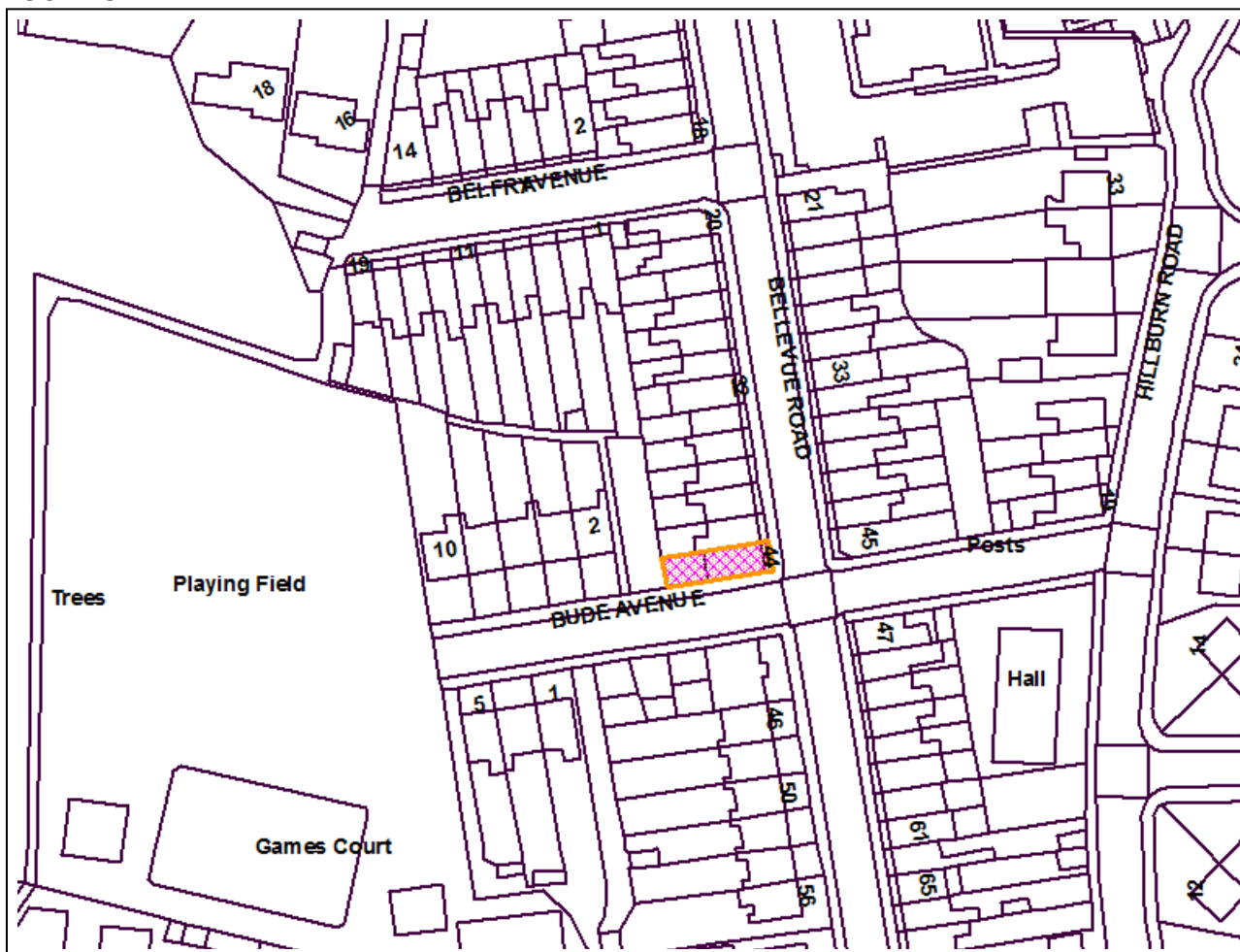
**RECOMMENDATION:** Grant subject to Condition(s)

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

**APPLICANT:** Mr Wilton  
C/o Agent

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

**LOCATION PLAN:**



comtop  
v4.0408

**Development Control Committee B – 17 December 2014**  
**Application No. 14/05072/F: 44 Bellevue Road St George Bristol BS5 6DS**

## REASON FOR REFERRAL

The application is recommended for approval and comes before committee due to a referral by Cllr Ron Stone on the following reasons:

“Over intensification of road by infill development. Highways issues for access/egress, residents parking, made worse by increase of 2 forms of entry at air balloon school, and parents delivery and collection of children. Use of road and overspill parking from St George health Centre. Access for emergency services. Loss of light, privacy and potential flooding.”

## SITE DESCRIPTION

The application site is located to the northern side of Bude Avenue forming part of the rear garden to No. 44 Bellevue Road. This is overgrown, but was recently cleared of some self-sown trees, with tall conifer hedge remaining to the northern edge. The application site is historically contiguous with No. 44 Bellevue Road, with historic maps indicating that the land originally extended to include the area now occupied by the adjacent terrace to 2-10 Bude Avenue.

The site is bounded by a private pedestrian access that serves the terrace of 2-10 Bude Avenue to the west and 1-19 Belfry Avenue to the north. To the east is the terrace of 20-44 Bellevue Road, which although two storey to the front is formed by three stories to the rear due to the change in levels. To the opposite side of Bude Avenue is a recent infill development of a detached property with off-street parking and other terraced forms in keeping with those referenced above. To the end of Bude Avenue is the extended Air Balloon Primary School.

The application site is located within a high risk coal mining area to its front and rear with the centre of the site within a low risk coal mining area. The site does not fall within any high/medium risk flood zone or high risk surface water flooding areas.

## RELEVANT PLANNING HISTORY

Application 11/04134/F for 2no. two storey semi-detached houses arranged back to back was WITHDRAWN.

Application 12/01082/F for construction of 1no two storey detached 3 bed house was REFUSED on 18 May 2012 for the following reasons:

1. The proposed dwelling due to its siting and form would result in a development which would overly cramped on the plot and therefore detrimental to the character of the surrounding area and not represent high quality design. The proposals would be contrary to policies B2 and B5 of the adopted Bristol Local Plan (1997) and Policies BCS20 and BCS21 of the Bristol Development Framework Core Strategy June 2011 and the National Planning Policy Framework 2011.
2. The proposed dwelling due to its scale, form and proximity would have an acceptably harmful impact on 38, 40 and 42 Bellevue Road resulting in being overbearing, reducing outlook and causing loss of light. This would therefore not result in the creation of a high quality environment for occupiers and would be contrary to BCS21 of the adopted Core Strategy (2011) and the National Planning Policy Framework 2011.

This was the subject of appeal A/12/2186292/NWF which was dismissed with the Inspector agreeing with the second reason for refusal. This is referenced in more detail within the key issues.

**Development Control Committee B – 17 December 2014****Application No. 14/05072/F: 44 Bellevue Road St George Bristol BS5 6DS**

The application follows on from pre-application enquiry 14/01895/PREAPP for a 1.5 storey scheme. Officer advice can be summarised as recommending that any new proposals should seek to minimise the height to improve the relationship with the terraced properties to Bellevue Road.

**APPLICATION**

The application seeks a new single storey dwelling to the rear of No. 44 Bellevue Road. This would have a gable flanked roof form of 5.5m high to ridge and 2.5m to eaves. Adjacent to Bellevue Road this gable would be 8m deep. The proposed scheme maintains a simple gable to its left hand side and a projecting rear component to the western side (i.e. set away from Bellevue Road) in line with that of No. 2 Bude Avenue. The dwelling is set back in line with the frontages of Bude Avenue

The scheme incorporates cycle storage to the rear and following officer advice a side access gate to serve this from the private pedestrian lane. Refuse storage is located to the front garden area alongside an off-street parking space. A street scene section has been provided on the advice of officers to assist in clarifying the relationship with surrounding properties.

**RESPONSE TO PUBLICITY AND CONSULTATION**

25 neighbour notifications were issued and seven comments were received, with 6 in objection and 1 neutral. This includes a joint objection from Cllrs Stone and Milestone. The issues raised are as follows:

- Loss of private garden for development
- Impact upon outlook, daylight and overshadowing to adjacent terrace at Bellevue Road.
- Loss of privacy.
- Noise and disruption during building works.
- Potential flooding as building works have caused flooding in the past due to disturbance of the water table.
- Inclusion of parking space supported.
- Increased impact on on-street parking by creation of dropped kerb. The road has become dangerous with traffic/parking associated with the Air Balloon Primary School and health centre.
- Area is full of old mine workings.
- Previous refusal was upheld at appeal
- Trees have previously been removed from the site and were a haven for birds.
- Leylandii hedge to rear is overgrown and overshadow neighbouring gardens request that this is removed or heavily reduced.
- Impact upon view [While outlook is a material planning consideration loss of private view is not]
- Difficulty in selling property [This is not a material planning consideration].

Cllrs Stone and Milestone made the following joint objection:

“Councillors Milestone and Stone of St George West wish to place a formal objection to the above application. Previous applications have been refused and appeals rejected.

This latest application, whilst smaller in scale still causes concerns from local residents regarding loss of light, loss of privacy, parking and extra through traffic, and some complain and experience flooding of basement rooms in their homes, following previous works on this side of the road.

Clearly a new dwelling with foundations could make this a permanent issue, and difficulties for

**Development Control Committee B – 17 December 2014****Application No. 14/05072/F: 44 Bellevue Road St George Bristol BS5 6DS**

acceptance from home insurance applications. Also since the last appeal, Air Balloon School has new extended buildings, to take an extra two forms of entry, leading to increased through traffic, plus limited if any on street parking for residents. Add the overflow from St George Health Centre, this road is already saturated and at total capacity now.

Please reject this application but should you feel moved to accept, then we request the application to go for committee decision, and the ability for Public Forum to be presented and considered in full please.”

**OTHER COMMENTS**

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

*Principle*

The principle of the proposed dwelling on land to rear of 44 Bellevue Road is acceptable, however cycle parking requires external access.

*Local Conditions*

The site is located within walking distance of regular bus services on Bell Hill Road toward Kingswood and the city centre and several local amenities reducing need for car use to and from the site.

*Car Parking*

The proposed car parking space is acceptable subject to provision of a suitable vehicle crossover and drainage details being agreed with the Local Authority.

*Cycle Parking*

The cycle storage shed within the rear garden although appears large enough to accommodate to bicycles to meet Local Plan parking standards however only appears accessible through the internal living spaces of the house which would be unacceptable. Therefore it is recommended that a 1m width gateway is provided into the rear garden from the side access path alongside the dwelling to provide suitable external access from Bude Avenue.

*Waste*

Sufficient waste storage space is illustrated alongside the pathway to the front entrance, however as with cycle parking a gateway from the side access pathway into the rear garden will provide external access to the rear garden for a garden waste bin.

Subject to suitable access provided to the rear garden and cycle storage the application could be acceptable with appropriate conditions and advices

**BCC Contaminated Land** has provided the following comments:-

We hold 2 site investigation reports near the site and no significant contamination was observed (part of made ground was not considered suitable for an allotment end-use, lead and PAH). These reports can be viewed in our offices by prior appointment if required.

Given the scale and nature of the development we recommend the reporting of unexpected contamination condition only.

**BCC Flood Risk** provided the following verbal commentary:-

The site is not within an area of identified high surface water flood risk or flood risk zone. Any potential flooding impacts can be controlled by the use of the standard condition to require an improvement or mitigation of any increased surface water run-off.

**Development Control Committee B – 17 December 2014**  
**Application No. 14/05072/F: 44 Bellevue Road St George Bristol BS5 6DS**

**RELEVANT POLICIES**

**National Planning Policy Framework – March 2012**

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

|       |                                     |
|-------|-------------------------------------|
| BCS5  | Housing Provision                   |
| BCS9  | Green Infrastructure                |
| BCS10 | Transport and Access Improvements   |
| BCS13 | Climate Change                      |
| BCS14 | Sustainable Energy                  |
| BCS15 | Sustainable Design and Construction |
| BCS16 | Flood Risk and Water Management     |
| BCS18 | Housing Type                        |
| BCS20 | Effective and Efficient Use of Land |
| BCS21 | Quality Urban Design                |
| BCS23 | Pollution                           |

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

|       |   |
|-------|---|
| DM1   | Presumption in favour of sustainable development    |
| DM14  | The health impacts of development                   |
| DM15  | Green infrastructure provision                      |
| DM17  | Development involving existing green infrastructure |
| DM19  | Development and nature conservation                 |
| DM20  | Regionally important geological sites               |
| FDM21 | Development of private gardens                      |
| DM23  | Transport development management                    |
| DM26  | Local character and distinctiveness                 |
| DM27  | Layout and form                                     |
| DM29  | Design of new buildings                             |
| DM32  | Recycling and refuse provision in new development   |
| DM34  | Contaminated land                                   |
| DM35  | Noise mitigation                                    |
| DM37  | Unstable land                                       |

**KEY ISSUES**

**(A) IS THE PROPOSAL ACCEPTABLE IN LAND USE TERMS?**

The site under consideration constitutes part of the curtilage to No. 44 Bellevue Road as private garden land despite being unmaintained as such. Accordingly any proposed development must be assessed against Policy DM21 covering development in private gardens. This allows for development under a number of exemptions. One of these exemption criteria is where within walking distance of public transport routes. The site is within walking distance of several bus routes along Bell Hill road (A420) to the north as well as to the south-west along Air Balloon Road (A431).

The application proposal therefore meets Policy DM21. The site would also contribute to windfall new housing as sought under Policy BCS5. As a smaller unit of accommodation it would contribute to the mix and balance within an area dominated by terraced and semi-detached housing.

Overall, the proposal is acceptable in land use terms subject to the key issues below.

**Development Control Committee B – 17 December 2014**  
**Application No. 14/05072/F: 44 Bellevue Road St George Bristol BS5 6DS**

**(B) DOES THE PROPOSAL UNACCEPTABLY HARM THE AMENITY OF EXISTING OR FUTURE RESIDENTIAL OCCUPIERS?**

Impacts from the height of the proposed development to Bellevue Road properties form one of the principle issues of concern arising from the consultation response. While the Development Management Policies have been adopted since the previous dismissed appeal decision for the site, this remains a strong material planning consideration in the assessment of the scheme with the matters discussed still relevant under the current policy framework.

This appeal decision acknowledged that while some of the windows to the adjacent terrace to Bellevue Road contained frosted glass, others contained “clear glazing which appeared to serve kitchens and other rooms.” It is clear from the consultation response that habitable rooms would look out onto the proposal and there is the potential for an amenity conflict by way of overbearing impact, loss of daylight and overshadowing as a result that requires assessment.

The previous dismissed appeal scheme was of a similar layout located just over 8m from the rear of the terrace to Bellevue Road and in particular Nos. 40 and 42. This however was a two storey proposal with a height of 8.2m to ridge and 5.4m to eaves level. The inspector in determining the appeal considered that “the separation distance proposed is far too short in my view, with the consequence that the development would be perceived as harmfully dominant and oppressive when viewed from within Nos. 40 and 42, at basement, first and second floor levels and from their rear gardens.”

The inspector also raised concerns about the impact upon No. 38 as perceived from its rear garden “albeit it would be seen at an angle”. With respect to overshadowing and daylight they advised that “the development is unlikely to materially reduce the amount of daylight entering Nos. 38, 40 or 43 Bellevue Road. However... shadows would inevitably be cast on Nos. 38, 40 and 42 gardens.”

In respect of overbearing impact/sense of enclosure the only detailed guidance available is in relation to householder design guidance, which states that “where windows to habitable rooms face the end wall of a house the distance should be not less than 12 metres.” It should also be noted that a 2m high boundary treatment or outbuilding with eaves height up to 2.5m adjacent to the boundary could be erected without the need for planning permission under permitted development rights and this guidance should be inferred as referring to two storey forms. When taking these factors into account it is considered that some impact would arise to outlook from habitable rooms but that this would not represent an unacceptable degree. Increased impact would arise to the rear garden areas but given the gable end roof form the degree of enclosure is, on balance, not considered to give rise to unacceptable harm.

In respect of overshadowing, the appeal confirmed that no harm would arise to the nearby properties themselves. Some overshadowing of gardens would arise but would be limited in scope in relation to afternoon sun to Nos. 38-42 and not be an unacceptable degree of harm over and above the existing relationship established by the neighbouring two storey terrace to Bude Avenue in relation to evening sun. It is not considered that a reason for refusal on this basis could be supported.

In respect of daylight the scheme meets the Building Research Establishment rule of thumb guide of an angle of 25 degrees taken from 2m above floor level for any affected window.

Privacy matters would not arise due to the lack of any overlooking windows. The inspector also raised no concern for the privacy of the garden area of the development in the previous appeal decision.

The scheme would also result in the removal of the conifer hedge that has given rise to overshadowing elsewhere and this aspect can be supported (see below for mitigating planting).

**Development Control Committee B – 17 December 2014****Application No. 14/05072/F: 44 Bellevue Road St George Bristol BS5 6DS**

The scheme provides suitable space to meet space standards in addition to appropriate private garden space to serve the development. It would also provide adequate outlook, daylight and natural ventilation to future occupiers.

The recommendation includes conditions to prevent additional windows/extensions that may give rise to potential increased impacts on adjoining occupiers.

Overall, the proposal would adequately address this key issue.

**(C) DOES THE PROPOSAL SAFEGUARD TRANSPORT AND ACCESS ISSUES?**

The potential for contributing to existing conflict between road users arising because of the demand for on-street parking from residents and users of the nearby school and health centre, coupled with Bellevue Road being used as a rat run between the A420 and A431 formed one of the main objections.

The proposal makes provision for a single off-street parking space, and in doing so effectively removes an on-street space. Adopted policies BCS10 and DM23 apply. The National Planning Policy Framework also states that "Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."

It is acknowledged that existing inconvenience exists for residents as a result of high demand for spaces. When coupled with the additional demand from nearby uses and through traffic along Bellevue Road during school drop off/pick-up times this does give rise to an undesirable traffic situation. However, this is for a limited period of the day during school days. The creation of a single new bungalow with one off-street parking space could not be reasonably said to materially alter this existing situation such that it would give rise to unacceptable harm to highway safety. In addition, BCC Transport have no objections to the proposal which meets both vehicular and cycle parking standards. Thus, while officers sympathise with the concerns raised, a reason for refusal on such grounds would not be reasonable.

Adequate refuse storage is also provided and potential impacts from construction works would be limited and largely controlled under other regimes of control (e.g. preventing obstruction of the public highway, skip license, etc.).

Overall, the proposal adequately addresses this key issue.

**(D) IS THE PROPOSAL OF AN ACCEPTABLE DESIGN AND APPEARANCE?**

The previous appeal decision accepted that the area was defined by tight knit development and while the building would fill the plot width would retain space to either side via the pedestrian access path and rear gardens of Bellevue Road such that it could be accepted without reading as a cramped development.

The proposal currently before members is of a similar layout but of a single storey in place of two. It can therefore be said that the layout is acceptable. While two storey dwellings form the character of the area, ancillary single storey buildings can also be seen in the area. The scale of the development is therefore not considered to give rise to harm to the character of the area.

The detailing of the scheme references the adjacent terrace with a bay window, brick plinth, ivory roughcast render, red hanging tile and double roman tile roof, as well as uPVC windows to match those within the area. This is considered appropriate.

Front boundary treatments form part of the character of the area and will be secured through the landscaping condition, while retaining the vehicular/pedestrian access.

**Development Control Committee B – 17 December 2014**  
**Application No. 14/05072/F: 44 Bellevue Road St George Bristol BS5 6DS**

Overall, the proposal adequately addresses this key issue.

**(E) DOES THE PROPOSAL ADEQUATELY ADDRESS TREES/NATURE CONSERVATION?**

The site remains somewhat overgrown despite the removal of the previous self-sown tree to the land. The site is not within any nature conservation designation but does represent the loss of bird nesting opportunities. A condition will be attached to secure bird/bat nesting opportunities and an advice note on site clearance.

The conifer hedge to the rear is also to be removed and a landscaping condition can require the replacement of this by 2no. trees of a more appropriate species to meet Policies DM15 and DM17.

Subject to these conditions the proposal adequately addresses this key issue.

**(F) DOES THE PROPOSAL ADEQUATELY ADDRESS FLOOD RISK?**

Policy BCS16 on development and flood risk sets out that development in flood risk areas will be expected to be resilient to flooding and incorporate mitigation measures. It also goes on to state that all development should incorporate water management measures to reduce surface water run-off to prevent an increase in flood risk elsewhere.

Concern has been raised stating that previous extension works in the area resulted in flooding of basement areas due to a rise in the water table. The site is within flood risk zone 1 (low risk from sea/river flooding) and outside of any surface water flood risk area and as such flood mitigation or resilience measures are not required under relevant policy. Officers have however queried this matter with BCC Flood Risk. They have advised that any increased flood risk could be mitigated by a condition preventing any additional surface water run-off by securing appropriate surfacing materials, soakaways and/or water attenuation in accordance with the latter section of Policy BCS16 referenced above.

As such, subject to such a condition the proposal would adequately address this key issue and a reason for refusal on this basis would not be reasonable.

**(G) DOES THE PROPOSAL COMPLY WITH SUSTAINABILITY REQUIREMENTS?**

While the scheme is not designed to exceed building regulation standards in respect of its fabric design, it does incorporate a 55.2% reduction in carbon generation by use of a 1.5kW solar panel installation to the south facing roof slope. This exceeds the 20% standard and therefore adequately addresses policies BCS13-BCS15.

The proposal adequately addresses this key issue subject to the solar panel installation being secured by condition.

**(H) ARE THERE ANY LAND CONTAMINATION/STABILITY ISSUES?**

The application site falls within both a high risk and low risk coal mining area. The area for development falls within the low risk portion, with the south-western corner of the driveway and front garden area and most of the rear garden falling within the high risk area. As the building itself falls within the low risk area a standard advice note can be attached in accordance with The Coal Authority standing advice for low risk areas.

With regards to contamination, the site is previously undeveloped land and a reporting of unexpected contamination condition will be attached as a result.



**Development Control Committee B – 17 December 2014**  
**Application No. 14/05072/F: 44 Bellevue Road St George Bristol BS5 6DS**

**CONCLUSION**

The application does result in some impact upon the amenity of residential occupiers to Bellevue Road. This however is not considered to be sufficient to result in demonstrably unacceptable harm. The existing parking/traffic situation would not be materially impacted upon by the addition of this small unit of accommodation with off-street parking. All other key issues are appropriately addressed.

The application is accordingly recommended for approval.

**COMMUNITY INFRASTRUCTURE LEVY**

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

The CIL liability for this development is £2,592.19.

**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.

**Pre commencement condition(s)**

2. Sustainable urban drainage system (SUDS)

No development shall take place until a detailed design of surface water drainage for the site using sustainable drainage methods has been submitted to and approved in writing by the Local Planning Authority. The approved development shall be implemented in accordance with the approved detailed design prior to the use of the building commencing.

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal.

3. Submission and approval of landscaping scheme

No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of hard and soft landscaping, which shall include:-

- (i) indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection, in the course of development.
- (ii) suppliers details of surfacing materials
- (iii) details of the location, species and girth of at least 2no. new trees
- (iv) details of a front boundary treatment (either landscaped or low boundary brick wall)

The approved scheme shall be implemented so that hard landscaping is implemented prior to the first occupation of the development and planting can be carried out no later than the first planting season following the occupation of the building(s) or the completion of the

**Development Control Committee B – 17 December 2014****Application No. 14/05072/F: 44 Bellevue Road St George Bristol BS5 6DS**

development whichever is the sooner. All planted materials shall be maintained for five years and any trees or plants removed, dying, being damaged or becoming diseased within that period shall be replaced in the next planting season with others of similar size and species to those originally required to be planted unless the council gives written consent to any variation.

Reason: To protect and enhance the character of the site and the area and to ensure its appearance is satisfactory.

4. Bird and bat boxes

Prior to commencement of development details shall be submitted providing the specification and location for built-in bird nesting and bat roosting opportunities. This shall include two built-in bird and one built-in bat boxes.

Reason: To help mitigate the nature conservation impact of the development.

**Pre occupation condition(s)**

5. Unexpected contamination

In the event that contamination is found at any time when carrying out the approved development, it must be reported immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11', and where remediation is necessary a remediation scheme must be prepared which ensures 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.

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.

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.

6. 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.

**Development Control Committee B – 17 December 2014****Application No. 14/05072/F: 44 Bellevue Road St George Bristol BS5 6DS**

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

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.

## 8. Installation of vehicle crossover - shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the vehicular crossover(s) has been installed and the footway has been reinstated in accordance with the approved plans.

Reason: In the interests of pedestrian safety and accessibility.

## 9. 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.

## 10. Sustainability

The approved solar panel installation shall be installed prior to the first occupation of the development hereby approved.

Reason: In the interests of reducing the development's carbon generation and energy demand.

**Post occupation management**

## 11. No further extensions

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and/or re-enacting that Order) no extension or enlargement (including additions to roofs) shall be made to the dwellinghouse(s) hereby permitted, or any detached building erected, without the express permission in writing of the council.

Reason: The further extension of this (these) dwelling(s) or erection of detached building requires detailed consideration to safeguard the amenities of the surrounding area.

## 12. No Further Windows

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and/or re-enacting that Order) no windows, other than those shown on the approved plans shall at any time be placed in the rear roof slope or eastern elevation of the building/extension hereby permitted without the grant of a separate planning permission from the Local Planning Authority.

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

**Development Control Committee B – 17 December 2014**  
**Application No. 14/05072/F: 44 Bellevue Road St George Bristol BS5 6DS**

**List of approved plans**

13. 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.

A101B Proposed plans and elevations, received 4 December 2014  
 Design and Access Statement, received 15 October 2014  
 Sustainability Statement, received 15 October 2014

Reason: For the avoidance of doubt.

**Advices**

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. The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0845 762 6848. Further information is also available on The Coal Authority website at [www.coal.decc.gov.uk](http://www.coal.decc.gov.uk). Property specific summary information on past, current and future coal mining activity can be obtained from The Coal Authority's Property Search Service on 0845 7626848 or at [www.groundstability.com](http://www.groundstability.com).
4. Please note that in relation to surfacing materials under condition 3 - consideration should be given to the use of permeable materials to address surface water run-off under condition 2.
5. Examples of built-in bird and bat boxes are available from:
  - <http://www.ibstock.com/sustainability-ecozone.asp>
  - [http://www.nhbs.com/brick\\_boxes\\_for\\_birds\\_eqcat\\_431.html](http://www.nhbs.com/brick_boxes_for_birds_eqcat_431.html)

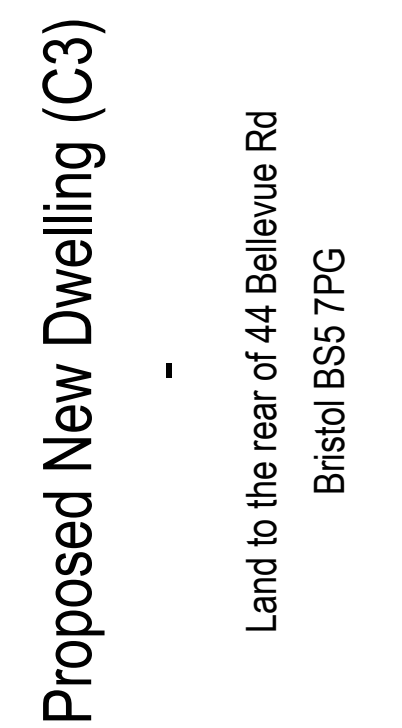
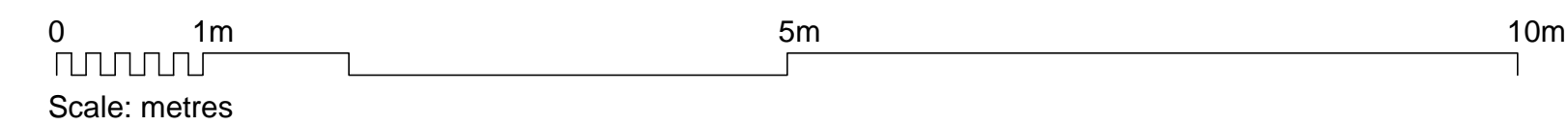
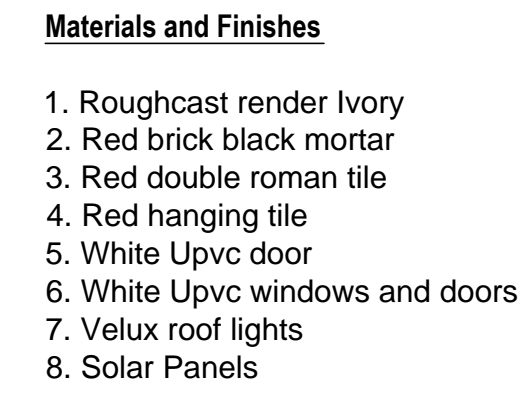
If built-in bird and bat boxes cannot be provided within built structures, they should be provided on trees (with no more than one bird box per tree).

Bird boxes should be installed to face between north and east to avoid direct sunlight and heavy rain. Bat boxes should face south, between south-east and south-west. Bird boxes should be erected out of the reach of predators. For small hole-nesting species bird boxes should be erected between two and four metres high. Bat boxes should be erected at a height of at least four metres, close to hedges, shrubs or tree-lines and avoid well lit locations.

**BACKGROUND PAPERS**

Contaminated Land  
 Transport Development Management

4 December 2014  
 30 October 2014



PRELIMINARY  
NOT FOR  
CONSTRUCTION

[illegible]

## Proposed Plans and Elevations

# A101

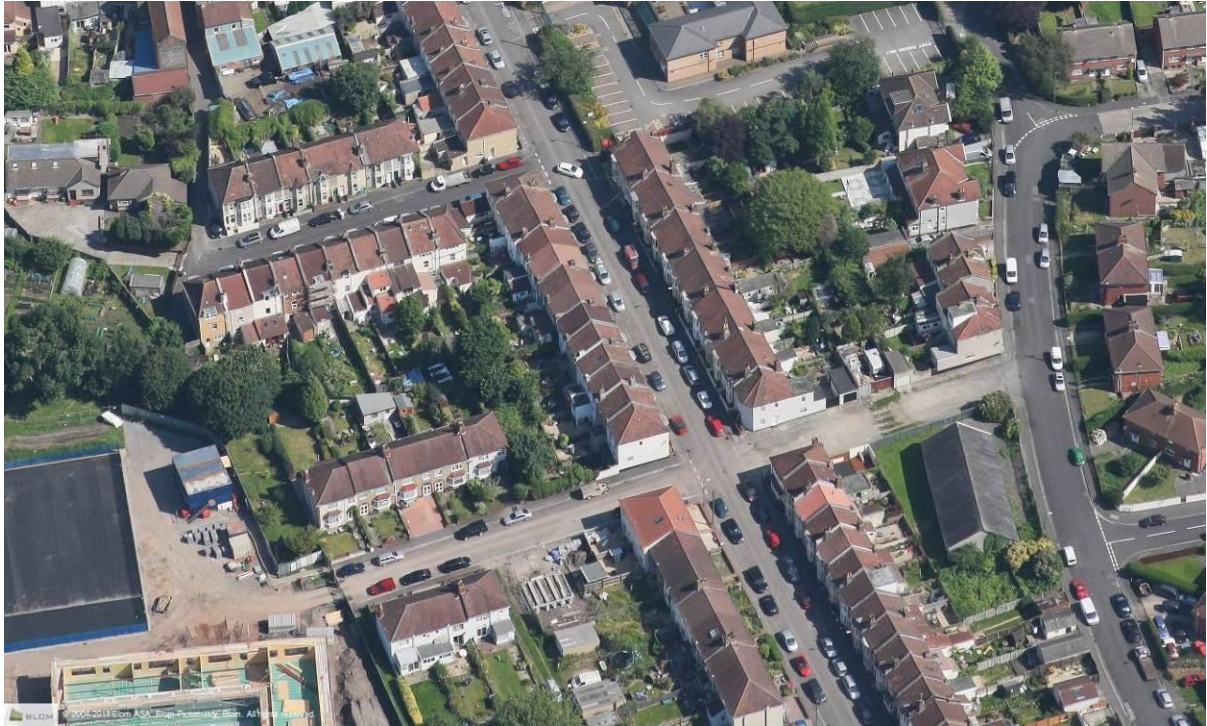


# Case Officer Site Photographs

Application No: 14/05072/F      Site Address:      44 Bellevue Road  
St George  
Bristol  
BS5 6DS

Date of photo: 26<sup>th</sup> November 2014

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Aerial view looking north with application site to lower third in centre of image (© BlomPictometry 2012).



Application site as seen from Bude Avenue





View into Bude Avenue from Bellevue Road



Application site and adjoining terrace to northern side of Bude Avenue



View of pedestrian access around terrace to Bude Avenue to left hand side, application site to centre and rear of Bellevue Road terrace to right – drop in levels allows for 3-storey form to rear of terrace.



Rear of 36-44 Bellevue Road as seen from across application site.





Aerial view to east (© BlomPictometry 2012)



View of terrace and infill development to southern side of Bude Avenue. School can be seen to right hand side.



View of infill development to southern side and relationship with Bellevue Road.