

**WARD:** Redland                      **CONTACT OFFICER:** Andrew Cross

**SITE ADDRESS:** 3 Tyne Road Bristol BS7 8EE

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**APPLICATION NO:** 14/05476/F                      Full Planning

**EXPIRY DATE:** 30 December 2014

**Demolition of garage and construction of two storey single dwelling house.**

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

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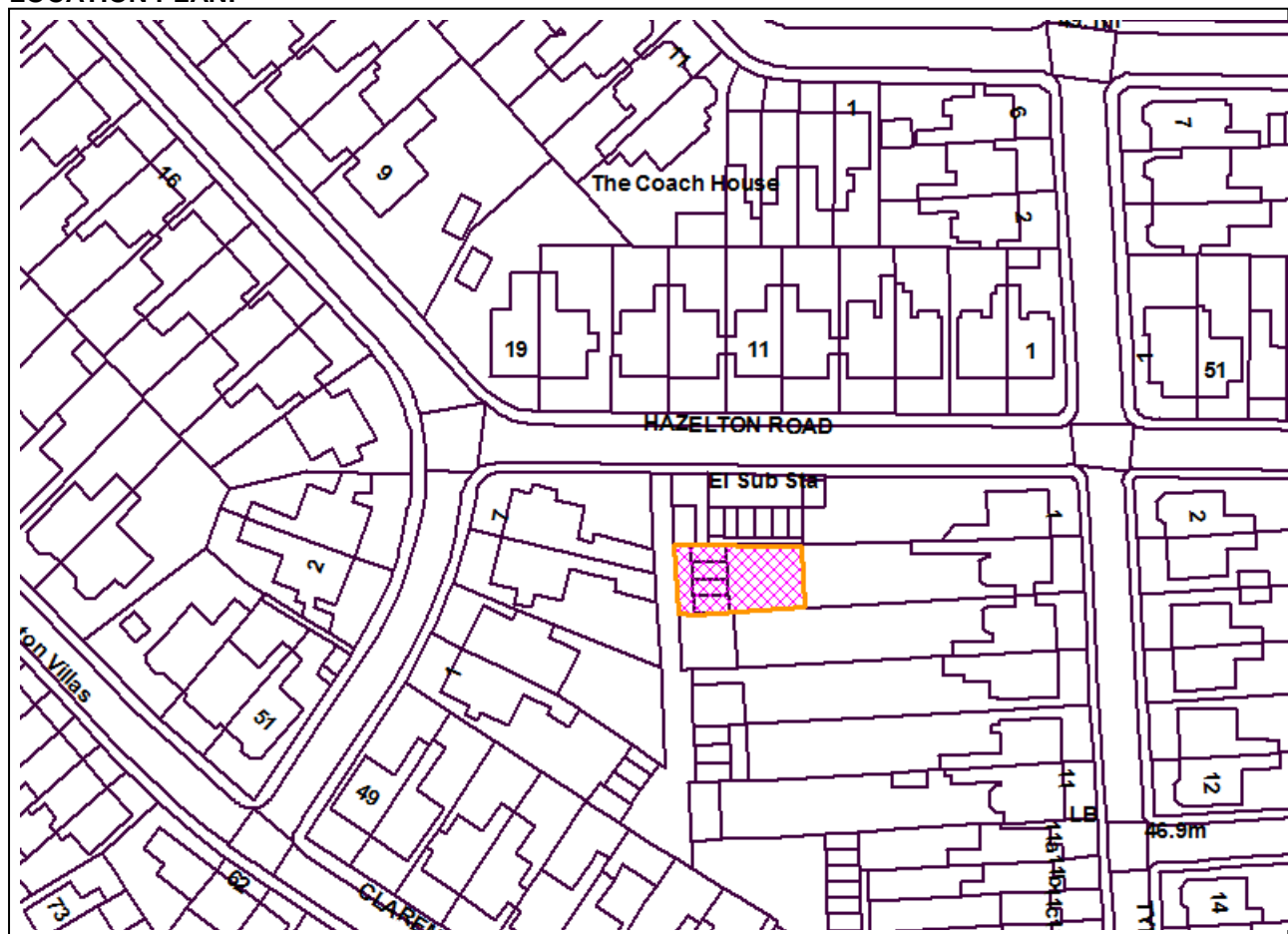
**AGENT:** Dexter Building Design Ltd  
20 Hotwells Road  
Bristol  
BS8 4UD

**APPLICANT:** Mr Rafter and Crown developments  
3 Tyne Road  
Bristol  
BS7 8EE

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

**LOCATION PLAN:**



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#### SITE DESCRIPTION AND APPLICATION

The application relates to an existing large detached residential garage set to the rear of 3 Tyne Road, accessed via a shared access lane from Hazelton Road.

The application proposes the demolition of the existing garage building and the construction of a two-storey three-bedroom house.

See plans and photographs for full details.

#### RELEVANT HISTORY

There is no relevant planning history at the application site.

Planning permission has been granted for the provision of a new dwelling on land to the rear of 1 Tyne Road, under application number 13/03037/F. It should however be noted that this differs from the current proposal to the rear of 3 Tyne Road in that the approved dwelling fronts Hazelton Road rather than the access lane off Hazelton Road.

#### RESPONSE TO PUBLICITY AND CONSULTATION

Consultation was undertaken via site notice along with letters sent to 43 properties surrounding the application site. 13 written responses were received, with 1 in support and 12 raising objection to the proposal. Within the objection comments received was representation from Councillor Olly Mead and representation from the Bishopston Society.

Councillor Olly Mead has commented as follows:

I have lived on Tyne Road for 34 years, and am concerned that the demolition of several garages to build a house on the lane to the rear of Tyne Road would be a bad idea. The lane itself is narrow, and provides basic access to more than 20 garages. There are no houses along the lane, and access to any new dwelling along there would be poor. There are already parking issues in the neighbourhood, and the resident(s) of the new house would likely add to the problem, as they would not be able to park on the lane itself, and local side roads are often filled with cars. Access to the lane would be problematic during construction, and it would be very difficult for removal vans or waste and recycling operatives to access the property.

In addition to this, the back gardens of properties along this part of Tyne Road have remained largely unchanged since the houses were built in the 1840s. At a time when Bristol is trumpeting its green credentials, it would be a shame to lose gardens that help to create a thriving habitat for wildlife to be built on. There are many bird species that live in the gardens on Tyne Road, as well as regular visits from foxes and other animals.

The character of the neighbourhood would change dramatically if local residents started building houses on their back gardens, and the sense of space would be lost. There would also be a potential loss of privacy for people in their gardens, as the new house would overlook other people's properties. There is also the fact that the proposed building would not be in keeping with the largely Victorian properties it would be surrounded by.

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The Bishopston Society has commented as follows:

The Bishopston Society is very concerned about this application for a 4 Bedroom (3 bedrooms plus a study) 2 storey family house within the rear garden of 13 Tyne Road and accessed by means of a narrow rear lane which to date has served only garages. Our concerns are as follows;

1. The site currently has 4 garages which are set back from the lane by approximately 2m to allow cars to manoeuvre in and out of the garages. The proposed dwelling has been positioned tight to the lane. We do not consider that this will allow sufficient space to get in and out of the single parking space and will lead to congestion within the lane.
2. The lane is too narrow to support houses and the statutory refuse and emergency access which would be required.
3. The proposed dwelling has a garden area of approx. 4m x 5m which is totally inadequate for its size.
4. The dwelling is 2 storeys high which would be a major intrusion within the rear garden area overlooked and enjoyed by so many other houses. When we analyse the plan layout we see that the upper level provides only one bedroom; the remaining volume is a large void over the staircase and a much larger void over the living room. In short, there is no justification for house to be 2 storeys high.
5. The roof is said to project out to protect the living room glazing from the summer sun. In fact the angle and level of the roof is such that it will have no beneficial effect. This overhang only serves to make the house appear even larger and more domineering.
6. The design and form of the house is alien to the neighbourhood.
7. This application sets a very bad precedent for future garden grabbing developments within the area. The greenery and wildlife which exists within these collective rear garden areas is so much part of the character of Bishopston. This development would cause the loss of privacy within all of the adjacent gardens.

We strongly recommend refusal.

Support comments can be summarised as follows:

- o The proposed dwelling is very attractive and will enhance the area
- o The dwelling is designed so as not to intrude on neighbours
- o It will be good to have a presence in the rear lane
- o The lane to the proposed house is an adopted road

Objection comments can be summarised as follows:

Residential Amenity (see key issue B)

- o Overlooking of surrounding properties and gardens
- o The proximity to the shared access lane would result in a poor quality environment for future occupiers

Highways (see key issue C)

- o Potential for obstruction of the lane
- o The access onto Hazelton Road is hazardous due to parked cars obscuring visibility
- o Loss of off-street parking
- o The loss of forecourt would prevent vehicles turning into the garage at 5 Logan Road
- o Difficult access to the proposed parking space
- o Difficult access for emergency vehicles
- o Concerns of access obstruction during works
- o Increased traffic
- o The lane is narrow with insufficient space for vehicles to pass or for a pavement

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- o Increased pressure for on-street parking in an already heavily parked area

Design/Character (see key issue D)

- o There are currently no residential properties fronting the lane
- o A precedent could change the character of the area
- o The development should be in keeping with other buildings in the lane - it is not however
- o Overdevelopment of the site
- o The proposed building should be equal distance between 5 and 7 Logan Road and 3 Tyne Road

Wildlife (see key issue F)

- o Impact upon wildlife, including frogs, bats, birds, butterflies and bumblebees
- o There are newts living in the lane
- o Loss of garden space

Other

- o Health risks associated with living close to an electricity sub-station
- o A dwelling to the rear of 7 Tyne Road was refused in recent years
- o Increase in pressure on public resources
- o Loss of views
- o The right hand boundary line shown on Drawing 2 is not in the correct position - the wall belongs to 5 Tyne Road and is built on its own side of the boundary line

In relation to the above points, health and safety relating to electricity sub-stations is covered by legislation outside of planning, and these are features common within residential areas. Views are not protected through planning, although amenity impacts will be discussed within key issue B. Boundary/land ownership is a private matter and would not be material to the planning decision reached. There is no planning history on file for a dwelling to the rear of 7 Tyne Road, however in any case each application is assessed on its own merits.

Following amendments to the scheme, a re-consultation exercise was undertaken, with all original consultees and other respondents re-consulted. 10 written responses in objection to the proposal were received.

The Bishopston Society has commented as follows:

Following the minor revisions to the application of 2 March, we have updated our comments as below; The Bishopston Society is very concerned about this application for a 4 Bedroom (3 bedrooms plus a study) 2 storey family house within the rear garden of 13 Tyne Road and accessed by means of a narrow rear lane which to date has served only garages. Our concerns are as follows;

1. The site currently has 4 garages which are set back from the lane by approximately 2m to allow cars to manoeuvre in and out of the garages. The proposed dwelling has been positioned tight to the lane. We do not consider that this will allow sufficient space to get in and out of the single parking space (or for that matter the existing garages directly opposite) and will inevitably lead to congestion within the lane.

2 The lane is too narrow to support residential development and the statutory refuse and emergency access which would be required.

3. The proposed dwelling has a garden area of approx. 8m x 5m which, although larger than the earlier proposal, is still very small for a 4 bed family house.

4. The dwelling is 2 storeys high which would be a major intrusion within the rear garden area overlooked and enjoyed by so many other houses. Whilst the height of the roof above the living room

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has been reduced, when we analyse the plan layout we see that the upper level provides only one bedroom; the remaining volume is a large void over the staircase and two others over the bathroom and the utility. In short, there is no justification for the house to be 2 storeys high, in a backland area of garages and rear gardens.

5. The roof is said to project out to protect the living room glazing from the summer sun. In fact the angle and level of the roof is such that it will have no beneficial effect. This overhang only serves to make the house appear even larger and more domineering.

6. The design and form of the house is alien to the neighbourhood.

7. This application sets a very bad precedent for future garden grabbing developments within the area. The greenery and wildlife which exists within these collective rear garden areas is so much part of the character of Bishopston and should be protected. This development would cause the loss of privacy within all of the adjacent gardens.

We strongly recommend refusal.

The comments received from surrounding residents generally reiterate concerns previously raised, which are set out above. Additional comments are as follows:

- o Badgers and hedgehogs added to local wildlife mentioned
- o The proposed building is substantially higher than existing buildings on the lane
- o The western elevation still shows a wall built over the boundary line shared with 5 Tyne Road
- o The style of the building is not in keeping with the neighbourhood and would affect the line of vision given that it is taller than the surrounding garages.

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

#### Access

The lane is narrow in width with weeds along the edges and currently has no lighting. A lit, clear, surfaced route would be required for pedestrian access between Hazelton Road and the entrance of the property to provide safe and adequate access at all times. A metre width pathway should be provided from the access lane to the front entrance unobstructed by parking whilst not compromising necessary access to waste storage and cycle parking as mentioned below.

#### Parking / Turning

The proposed parking is considered unacceptable as there is insufficient turning space and inter-visibility from the space into the rear lane to allow vehicles to turn into and out of the parking space. Parking spaces must provide at least 6m from the back edge of the parking space to the opposite side of the rear lane and adequate wide to allow vehicles to reverse out of parking and exit the lane in forward gear. Therefore the parking illustrated fails to provide accessible and useable parking contrary to Policy DM23 of the Local Plan of the Site Allocations and Development Management Policies.

#### Cycle Parking

To meet current standards for cycle parking a minimum of two cycle parking spaces must be provided for within storage for two or three bedroom dwellings. The proposed store only appears to provide space for one bicycle with access restricted by a vehicle within the parking space. A metre width pathway should be provided to cycle storage with adequate turning and manoeuvring space for a bicycle into and out of storage with sufficient space for adult size bicycles as set out in the local plan parking standards in the Site Allocation and Development Management Policies and accounting for the Council ' guide to cycle parking provision'.

#### Waste

Access to bin storage is obstructed by vehicles parked within the parking space.

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

The proposed development is sensitive in nature but is very small in size and in an area not thought to be subject to previously contaminating land uses. The only potential risk is from the residential garage but risks from these tend to be minimal.

Therefore I recommend C1 Reporting of Unexpected Contamination condition only

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.

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

The building is over scaled for the backland location, and should be of a subservient/ancillary scale that better relates to the scale/character of ancillary buildings along the lane. A reduction in the extent of the first floor would help in this regard. More verticality should be introduced to the windows.

**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)**

DM19	Development and nature conservation
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

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KEY ISSUES

(A) IS THE REDEVELOPMENT OF THE SITE ACCEPTABLE IN LAND USE TERMS?

The application site has no specific land use designation, although can be considered residential due to its location amongst existing dwellings within a residential area.

Core Strategy policy BCS5 aims to deliver new homes within the built up area to contribute towards accommodating a growing number of people and households in the city. The policy states that the development of new homes will primarily be on previously developed sites across the city, but some new homes will be developed on open space which does not need to be retained as part of the city's green infrastructure provision.

Policy BCS20 encourages the efficient use of land, but in doing so acknowledges the need to achieve high quality well designed environments, and the need for development to be informed by local context, accessibility and the characteristics of the site. This is furthered by policy BCS21.

Policy DM21 is also relevant, which refers to development of private gardens, outlining that development of private gardens would be resisted unless

- i. The proposal would represent a more efficient use of land at a location where higher densities are appropriate; or
- ii. The development would result in a significant improvement to the urban design of an area; or
- iii. The proposal is an extension to an existing single dwelling and would retain an adequate area of functional garden.

In all cases, any development of garden land should not result in harm to the character and appearance of an area.

With regard to the above, in principle it is considered that the proposal represents a more efficient use of land in this location as it is close to an existing centre (Gloucester Road) and public transport routes. The impact of the proposal on the character and appearance of the area is assessed below under Key Issue D.

The development of the site to provide an additional residential dwelling is not precluded in land use terms. Issues of residential amenity, design, movement and sustainability must however be appropriately addressed, which will be discussed within the following key issues.

(B) WOULD THE PROPOSAL CAUSE ANY UNACCEPTABLE HARM TO THE RESIDENTIAL AMENITY OF NEIGHBOURING OCCUPIERS OR FUTURE OCCUPIERS OF THE SITE?

The proposed dwelling would be located adjacent to a number of garages and the scale and positioning of the proposed dwelling are such that no unacceptable harm would be caused to the residential amenity of neighbouring residents through overshadowing impacts.

Overlooking of surrounding properties was raised as a concern within objection comments received. Changes to the fenestration layout were negotiated during the course of the application in order to prevent overlooking impacts. Upper floor windows to habitable areas would face the roof of the neighbouring garage building to the rear of 5 Tyne Road, and while views at a tight angle of adjacent garden areas may be afforded from upper floor windows, this relationship is such that any additional overlooking of surrounding properties would be limited, and would be no more significant than the established levels of mutual overlooking between existing properties within the locality. With the exception of the bathroom window, which would be high level and could be conditioned as obscure glazed, ground floor windows would look onto either the front yard/parking area of the proposed dwelling or onto the rear garden proposed.

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The submitted scheme includes a dedicated storage area for refuse/recycling facilities within the curtilage of the site. This would prevent these facilities from being stored on the highway, except on the day(s) of collection, which is acceptable. This dedicated storage area would be provided and retained through a planning condition.

The dwelling proposed accords with current space standards requirements, and a private rear garden would be incorporated. The proposed garden has been enlarged during the course of the application following concerns of the usability of this area for the family home proposed, and while still relatively small, it is considered that the enlarged garden area is on balance acceptable when considering the needs of future residents. A large garden would be retained to serve the existing house at 3 Tyne Road.

Objection comments have raised concern of the relationship of the property with the lane resulting in a poor quality living environment for future occupiers, however the layout of the property and its fenestration pattern are considered such that a reasonable level of privacy would be provided for future occupiers.

It is therefore concluded that the proposed works would not cause any unacceptable harm to the residential amenity of neighbouring occupiers or future occupiers of the site.

**(C) DOES THE PROPOSAL ADDRESS MOVEMENT, TRANSPORT AND HIGHWAY SAFETY ISSUES?**

The Development Management Highways Team was consulted with regard to the proposal and raised concern (see comments above) in relation to a lack of lighting or pavement raising pedestrian safety concerns; inadequate manoeuvring space to access the proposed parking space; and cycle store and refuse/recycling storage being obstructed by a vehicle parked in the parking space.

A revised proposal was therefore put forward following these comments, which has made a number of improvements to the proposal in highways terms when compared with the original submission. The parking area has been enlarged to provide additional manoeuvring space and to prevent refuse/recycling and cycle stores (and indeed the front door) from being blocked by a parked vehicle, and a chamfered edge provided to the building frontage to improve visibility for vehicles and pedestrians as well as improving manoeuvring space. External lighting has also been incorporated.

Many of the points of concern initially raised by the Highways Officer have therefore been addressed, although it is acknowledged that a pavement has not been provided along the lane, and the available manoeuvring space adjacent to the parking space is not 6 metres. With a width of between approximately 3.3 metres and 4 metres, it is considered that there is adequate width within the lane for a pedestrian and vehicle to pass when considering the route between the application site and Hazelton Road, which at its nearest point is set 12 metres from the application site. The 4 metre wide manoeuvring space adjacent to the proposed parking space is below the recommended 6 metres, however the width of the parking space access is such that it is considered a vehicle could reasonably access the parking space safely, and it is noted that this amount of manoeuvring space is common for various existing vehicle accesses from the lane at present.

Local residents have raised concern in relation to increased parking pressure, however current parking standards relate to maximum provision rather than a minimum requirement, and the proposed development accords with such requirements in this regard. Concern has also been raised that the proposal would make manoeuvring into the adjacent garage difficult, however this presumably currently takes place by residents using someone else's private land to aid accessing their own garage. The removal of this apron used by others does not warrant refusal of the application, and the fall back position in this regard would be the fact that the land owner could erect a boundary treatment along the boundary line, without the need for planning permission. Increased traffic was also raised as a concern, however the provision of one additional dwelling would have a negligible impact in this



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regard. Access for emergency services was also raised as a concern, however the dwelling proposed is well within the 45 metres required for fire tender access.

Concerns of access obstruction during construction have been raised within objection comments. Given the relatively constrained access to the site it is considered reasonable and necessary that if planning permission is granted a condition should be attached requiring the provision of a Construction Environment Management Plan, which would include details of access, parking and loading/unloading activities during construction, to ensure that any disruption to surrounding residents and users of the access lane are minimised.

On the basis of the above, the proposal is considered acceptable in terms of movement, transport and highway safety issues.

**(D) IS THE PROPOSED DEVELOPMENT OF AN ACCEPTABLE LAYOUT AND DESIGN?**

Core Strategy policy BCS21 relates to overarching urban design principles to ensure high quality development acceptable within its context, with Development Management policies DM21 and DM26 relating specifically to the development of private gardens and local character and distinctiveness respectively. Policy DM21 does not permit the loss of gardens to development unless in a location where higher densities of development are appropriate or the development would represent a significant improvement to the urban design of an area. Policy DM26 requires development to contribute towards local character and distinctiveness, in relation to various factors including pattern and grain of development, scale, character, function and architectural styles. Policy DM27 is concerned with layout and form, including principles in relation to blocks and plots.

The area is typically characterised by frontage development on Tyne Road, Hazelton Road, Logan Road and Claremont Road, taking the form of predominantly substantial semi-detached dwellings set within relatively spacious plots, with private rear gardens. Many of the surrounding properties on the aforementioned roads have ancillary structures, including garages, accessed from the rear service lane which also provides access to the site currently under consideration.

The application site represents a backland site within the rear garden of one of the typical semi-detached properties, and is set within a rank of single-storey garage/store buildings, each of which has a fairly generous footprint yet is subservient to the frontage development to which they relate.

The proposed two-storey dwelling is of a greater scale than the existing building and other outbuildings fronting the lane, and during consultation discussions a City Council Urban Design Officer expressed that the scale of the building should be reduced in order to better relate to the scale of the existing ancillary buildings along the lane. The extent of first floor accommodation was therefore reduced, with revised plans provided, as well as revised fenestration pattern provided. While the height of the proposed dwelling represents approximately 2 metres in height over the neighbouring outbuilding, it is considered that the revised scheme is of a more appropriate scale in relation to surrounding buildings, and is clearly subservient to surrounding frontage development. The proposed house is adequately spaced from surrounding frontage development such that the proposal is not considered cramped.

The proposed building is of a contemporary design, with elements of its form and finish reflecting a workshop character which can be considered appropriate in the context of surrounding ancillary buildings and the backland location. Good quality finishing materials are proposed throughout, and include facing brickwork, render, aluminium window frames and fascias, and a sedum roof.

It is acknowledged that in terms of function, the proposed dwelling does not accord with the character of garages and outbuildings along the rear lane. However, given the proximity of the site to the lane's access point from Hazelton Road, the adjacent extant permission for a new dwelling fronting Hazelton Road on an adjoining site, and the reasonable spacing from surrounding existing dwellings to the front

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and rear, along with the other design considerations set out above, it is considered on balance that the layout and design of the proposed development is acceptable in this instance.

(E) WOULD THE PROPOSAL BE ACCEPTABLE IN RELATION TO ISSUES OF SUSTAINABILITY AND FLOOD RISK MITIGATION?

Current planning policy within the adopted Bristol Development Framework, Core Strategy (2011) requires new development to be designed to mitigate and adapt to climate change and meet targets to reduce carbon dioxide emissions. This should be achieved, amongst other measures, through efficient building design, the provision of on-site renewable energy generation to reduce carbon dioxide emissions by at least 20% based on the projected residual energy demand of new buildings and extensions to existing buildings, and for new development to mitigate against the risk of flooding, including rainwater soak-away drainage. The approach proposed should also be supported by the provision of a sustainability statement and an energy strategy.

On site renewable energy generation is provided as part of the proposal, adequate to reduce CO2 emissions from the residual energy demand of the dwellings by in excess of 20%, in accordance with current policy requirements.

The application site is set within flood zone 1 and as such is at low risk from tidal and fluvial flooding. The site, at present, is entirely covered by the existing buildings and hardstanding. The proposal would therefore not increase rainwater run-off. A green (sedum) roof is proposed, which would reduce rainwater run-off rates for the site, which is welcomed.

Given the imposition of appropriate planning conditions, the proposal is found to be acceptable when considering issues relating to sustainability and flood risk.

(F) WOULD THE PROPOSAL BE ACCEPTABLE WHEN CONSIDERING ISSUES OF NATURE CONSERVATION?

Objection comments from nearby residents have raised concern of impact upon wildlife through the loss of garden space. The application site currently comprises a quadruple garage with concrete apron to the front and an area of tarmac hardstanding to the rear. These elements have no nature conservation value. A small area of soft landscaped garden area also comprises part of the site, and would be retained as garden space. The green roof proposed would represent an enhancement in nature conservation terms when compared to the existing situation. On this basis, the proposal does not give rise to concern in relation to nature conservation impacts.

#### COMMUNITY INFRASTRUCTURE LEVY

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

The CIL liability for this development is £8175.63

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**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. Construction management plan

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

Parking of vehicles of site operatives and visitors  
 routes for construction traffic  
 loading and unloading arrangements (which should minimise obstruction of the shared access lane)  
 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 and to minimise disruption to users of the shared access lane

3. Sample Panels before specified elements started

Sample panels of all external finishing materials are to be erected on site and approved in writing by the Local Planning Authority before the relevant parts of the work are commenced. The development shall be completed in accordance with the approved details before the building is occupied.

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

**Pre occupation condition(s)**

4. 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.

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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.

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

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

6. 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.

7. Renewables

The system of on-site renewable energy generation shall be completed in accordance with the approved details prior to the occupation of the flats hereby approved. Once completed the scheme of on-site renewable energy generation shall be retained and maintained as such thereafter.

Reason: To ensure the provision of adequate on-site renewable energy generation.

8. Artificial Lighting (external)

A report detailing the external lighting scheme and predicted light levels at neighbouring residential properties shall be submitted to and approved in writing by the Local Planning Authority.

Artificial lighting to the development must conform to requirements to meet the 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 scheme of external lighting shall be completed in accordance with the approved details prior to the occupation of the dwelling hereby approved, and retained and maintained as such thereafter.

Reason: In order to safeguard the amenities of adjoining residential occupiers and in the interests of highway safety.

9. Reporting 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

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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.

**List of approved plans**

10. 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.

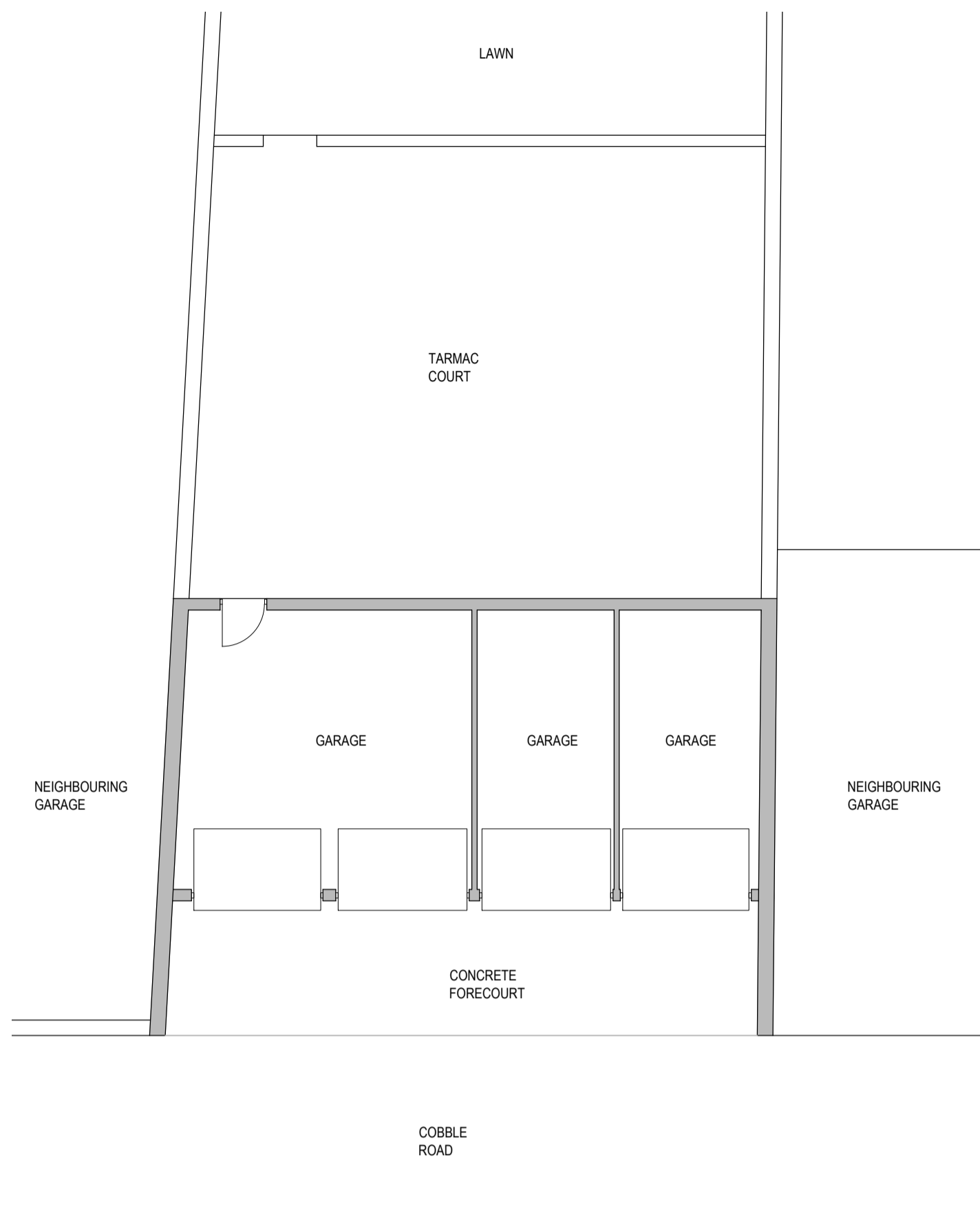
A101 Existing and proposed floor plans and elevations, received 27 February 2015  
Sustainability statement, received 4 November 2014  
Solar proposal, received 4 November 2014

Reason: For the avoidance of doubt.

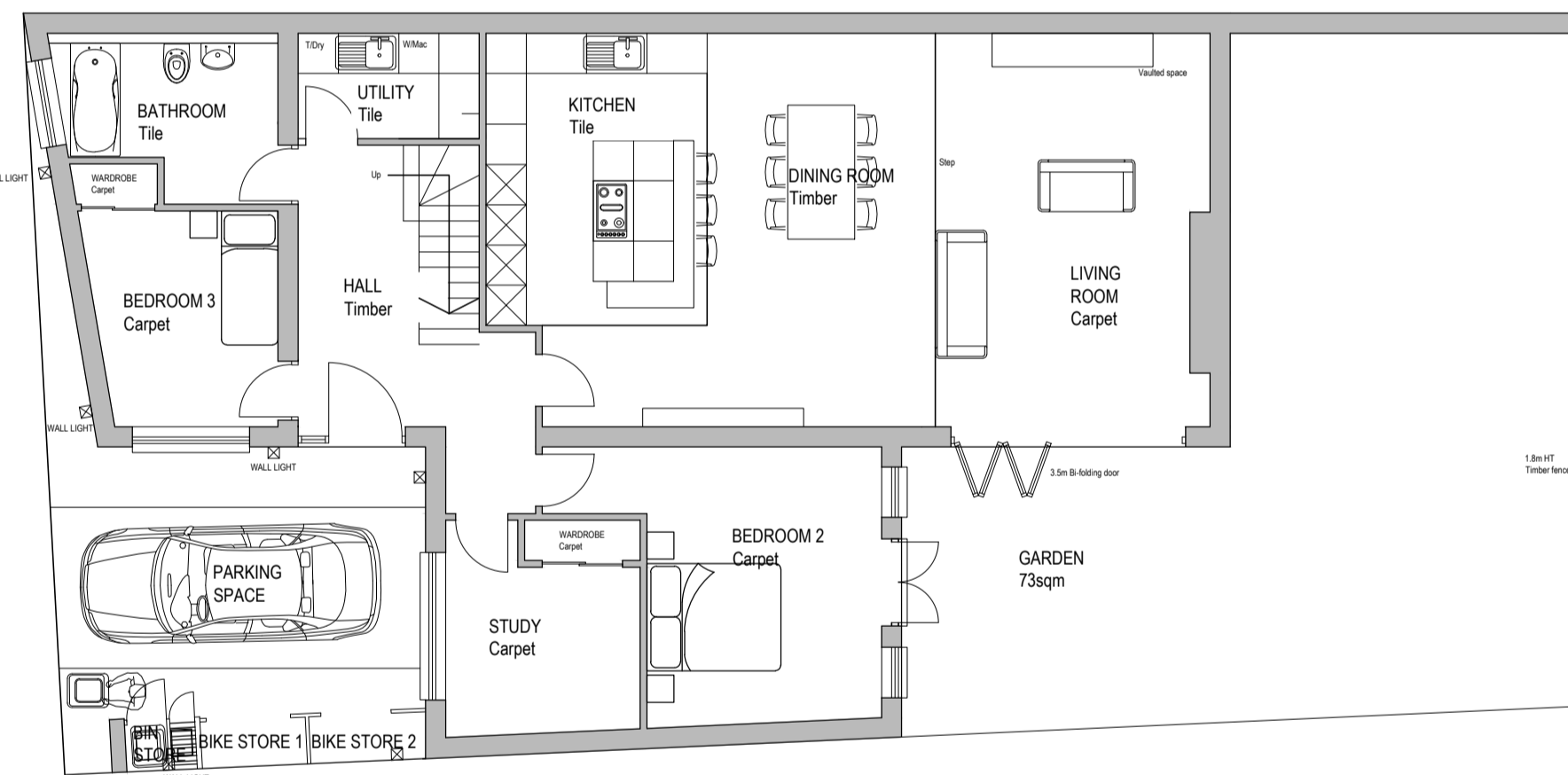
**BACKGROUND PAPERS**

Transport Development Management  
Contaminated Land Environmental Protection  
Urban Design

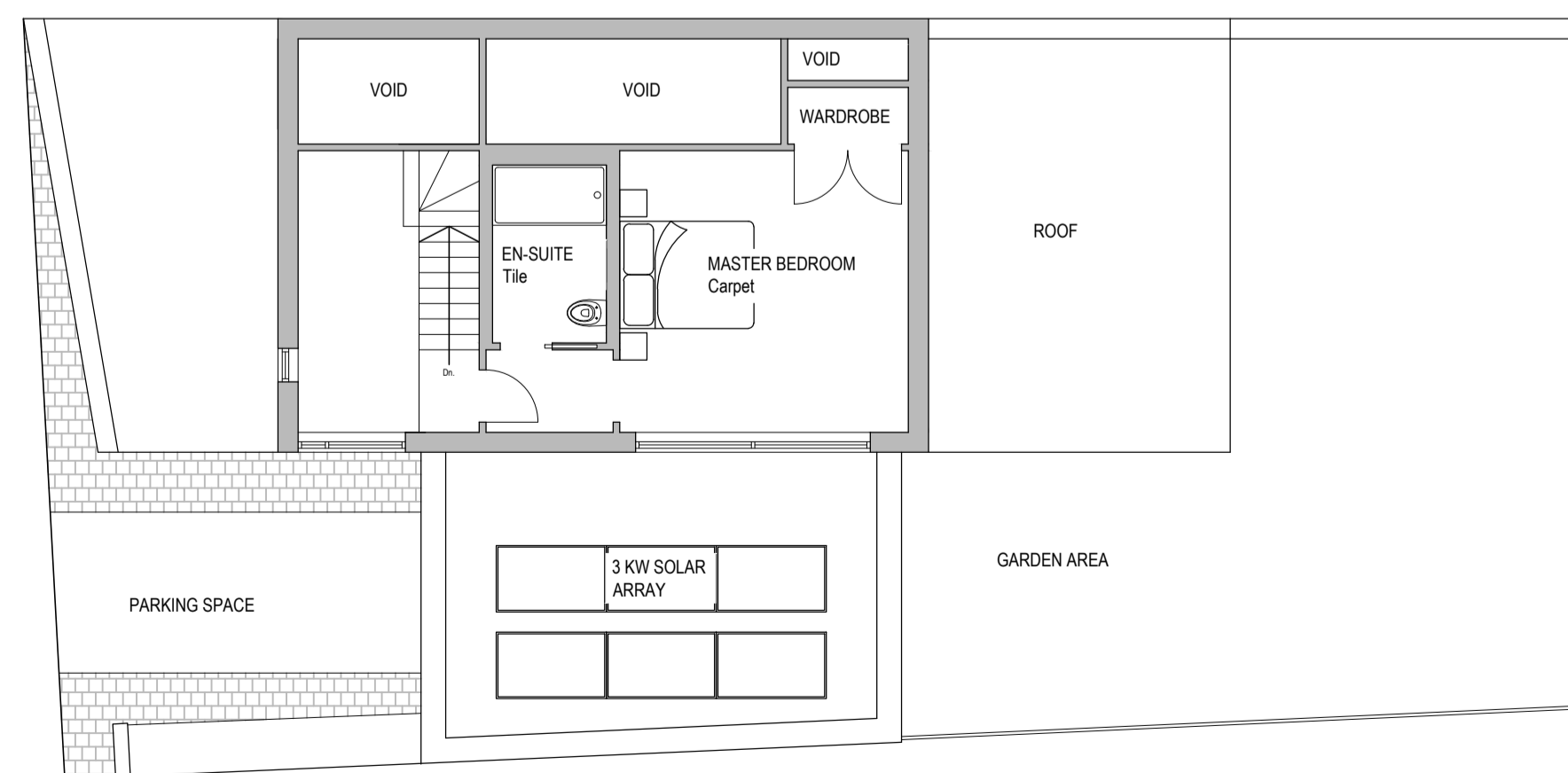
8 December 2015  
22 December 2014  
24 December 2014



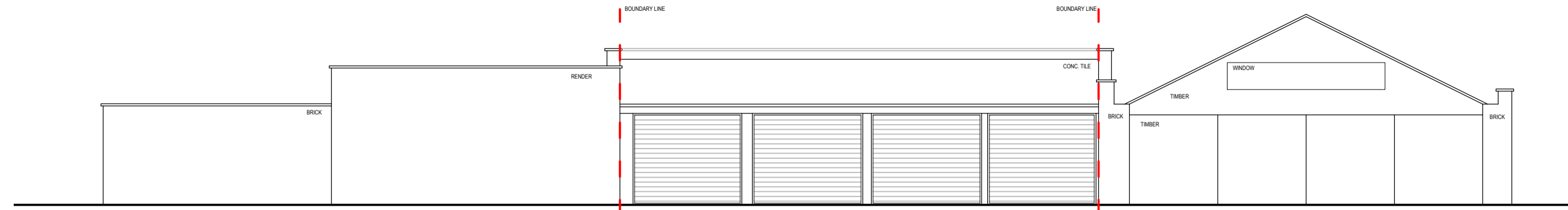
**1 Existing Floor Plan**  
Scale: 1:100



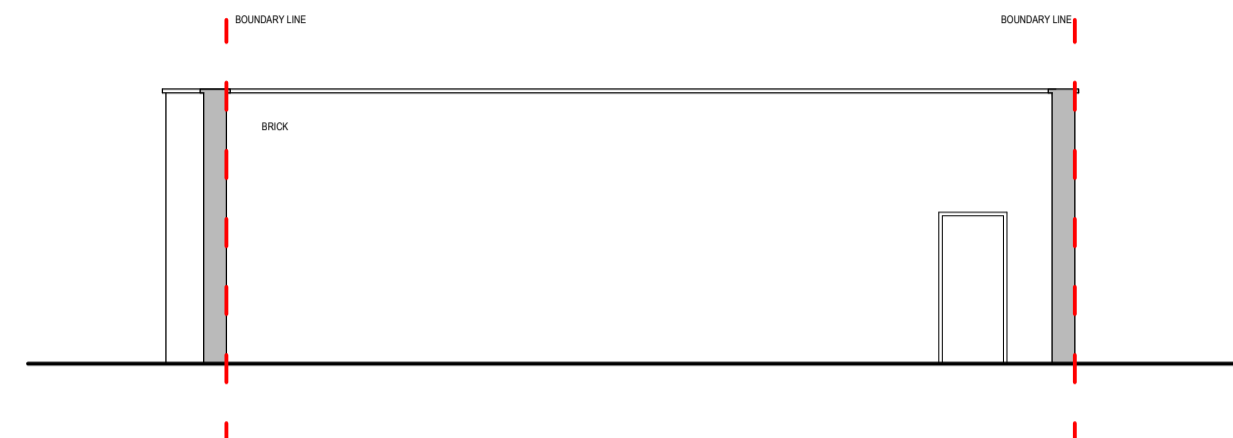
**4 Proposed Ground Floor Plan**  
Scale: 1:100



**5 Proposed First Floor Plan**  
Scale: 1:100



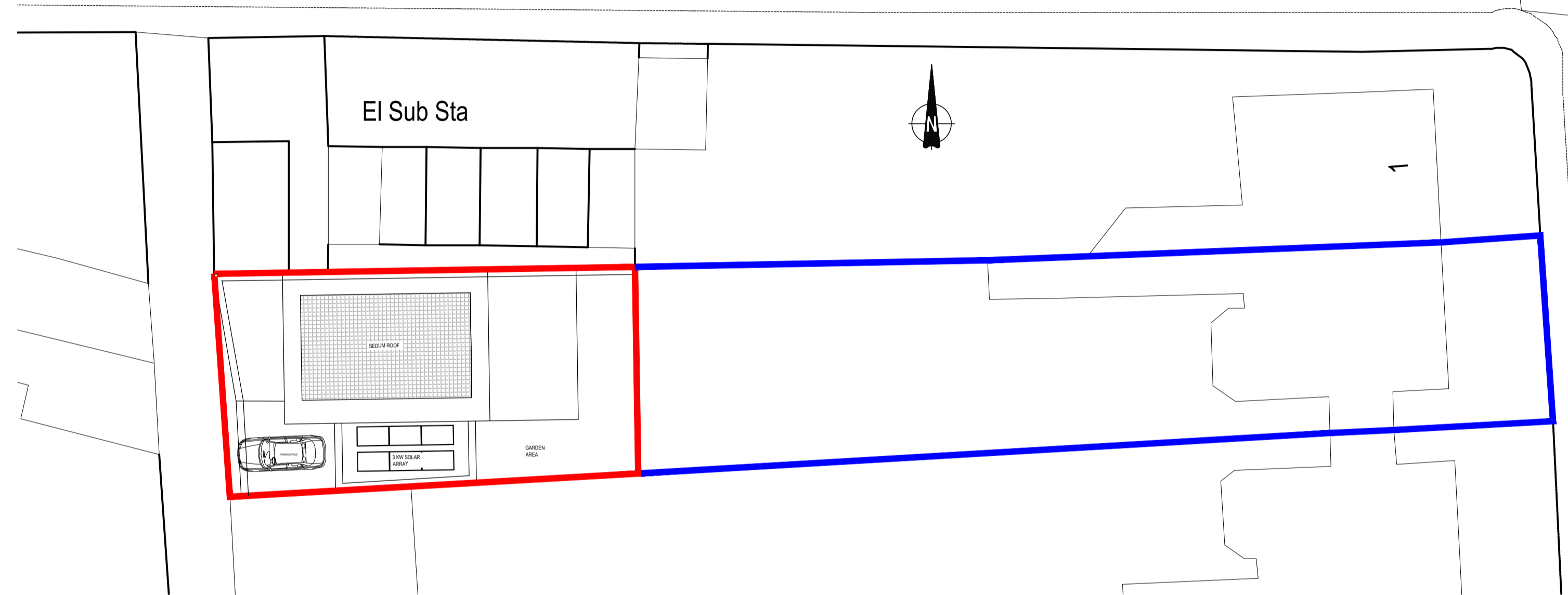
**2 Existing Western Elevation**  
Scale: 1:100



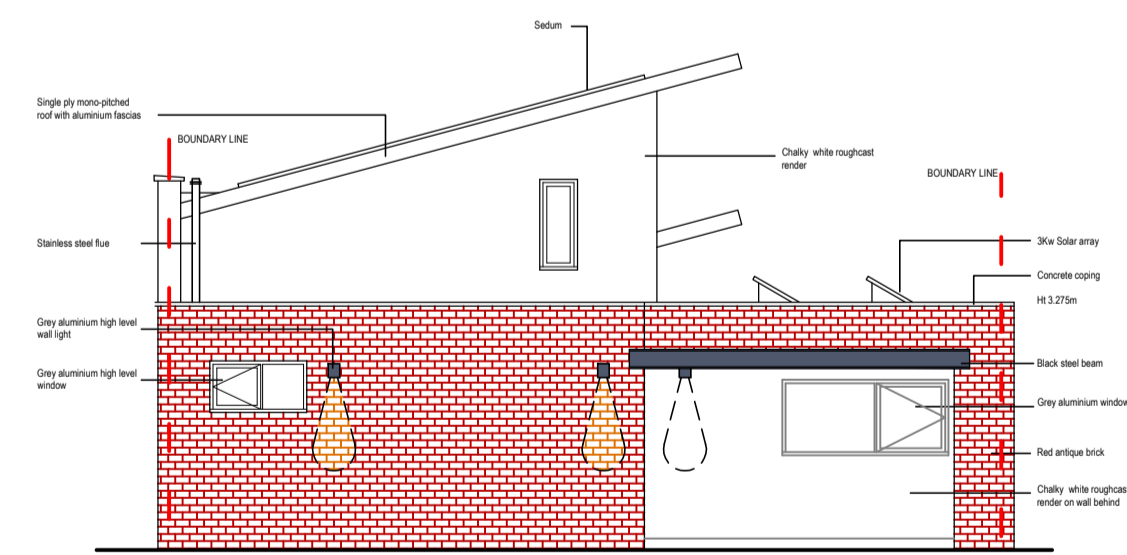
**3 Existing Eastern Elevation**  
Scale: 1:100



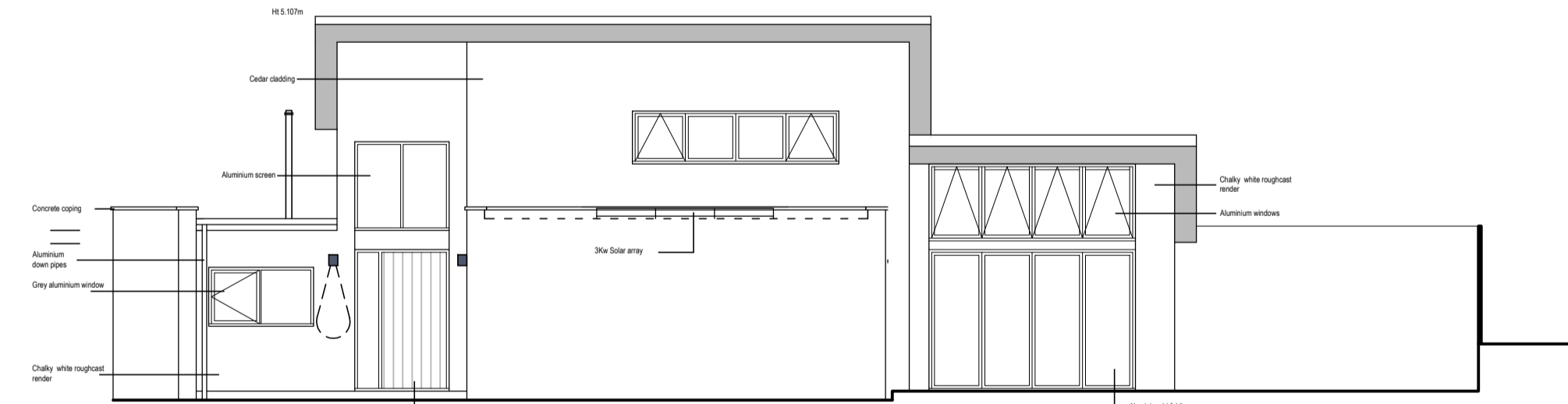
**11 Location Plan**  
Scale: 1:1250



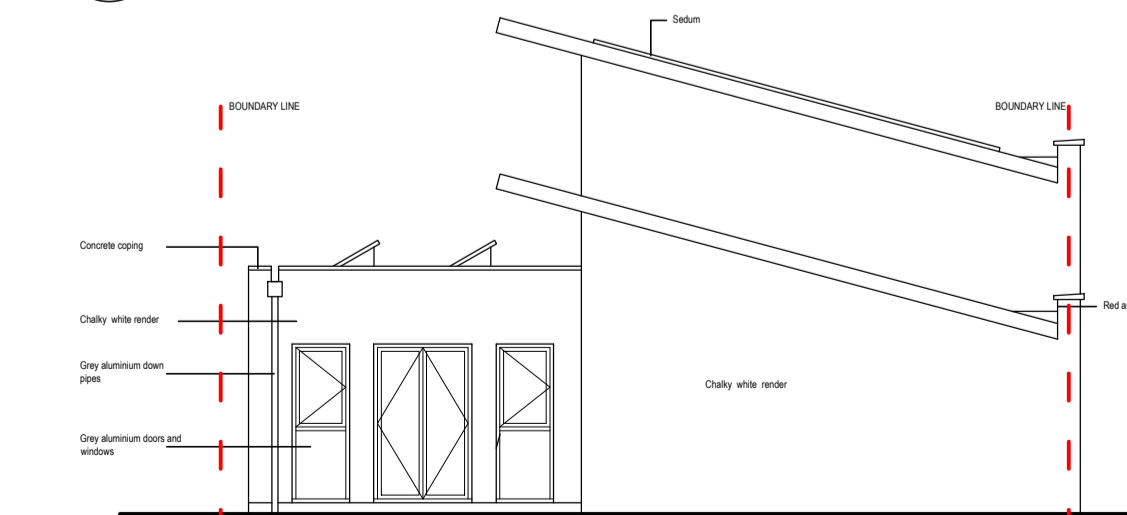
**10 Proposed Site Plan**  
Scale: 1:100



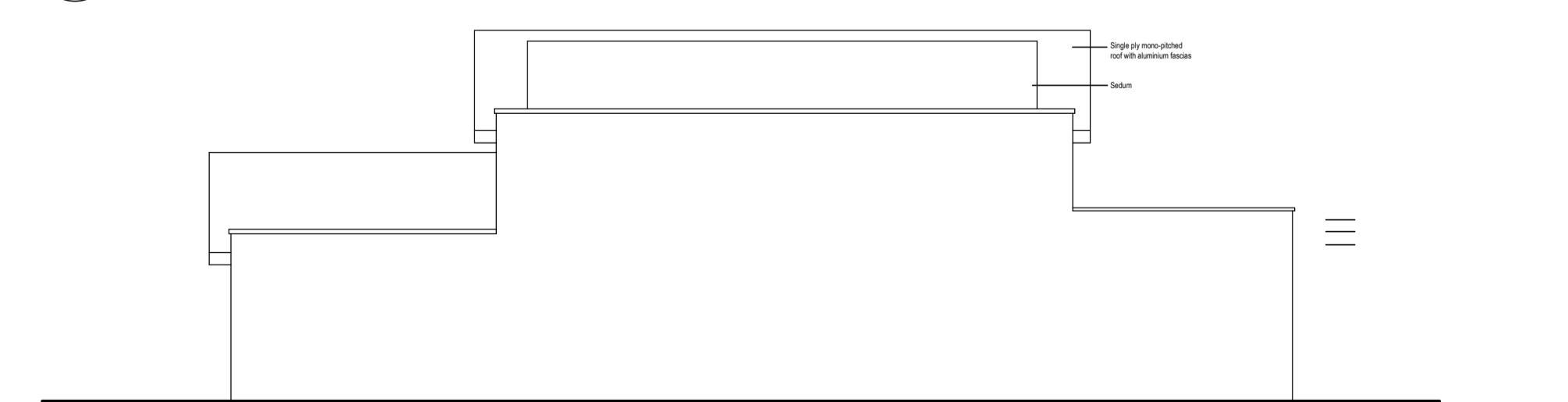
**6 Proposed Western Elevation**  
Scale: 1:100



**7 Proposed Southern Elevation**  
Scale: 1:100



**8 Proposed Eastern Elevation**  
Scale: 1:100



**9 Proposed Northern Elevation**  
Scale: 1:100

Land to the rear of  
3 Tyne Road, Bristol  
Proposed new dwelling

PRELIMINARY  
NOT FOR  
CONSTRUCTION

Revision no.	Description
Rev A	Alterations to front elevation, parking layout, bike and bin stores. Enlarge rear garden
Rev B	Elevations amended
Rev C	First floor windows amended
Rev D	First floor stair window added, roof canopy removed
Rev E	Roof over living room lowered
Rev F	Roof over living room lowered further

Project No.	544-00
Cad File	547_V01.07.dwg
Drawn	
Checked	JD
Date	02/27/2015
Scale	1:100
Title/No.	

Existing & Proposed  
Plans and Elevations