

Development Control B Committee Agenda



Date: Wednesday, 26 September 2018

Time: 2.00 pm

Venue: The Council Chamber - City Hall, College Green, Bristol, BS1 5TR

Distribution:

Councillors: Sultan Khan (Chair), Richard Eddy (Vice-Chair), Carla Denyer, Harriet Clough, Lesley Alexander, Tom Brook, Mike Davies, Fi Hance, Olly Mead, Celia Phipps (substitute for Harriet Bradley) and Jo Sergeant

Copies to: Zoe Willcox (Director - Planning), Gary Collins, Peter Westbury, David MacFadyen, Tom Watson, Laurence Fallon, Jon Fellingham, Rachael Dando, David Fowler (Members' Office Manager (Conservative)), Stephen Fulham, Zarah Jama and Paul Shanks

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Date: Monday, 17th September 2018



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Agenda

1. Welcome, Introduction and Safety Information

(Pages 4 - 5)

2. Apologies for Absence

Apologies for absence have been received from Councillor Harriet Bradley (Celia Phipps substituting) and from Councillor Jo Sergeant.

3. Declarations of Interest

To note any interests relevant to the consideration of items on the agenda.

Any declarations of interest made at the meeting which are not on the register of interests should be notified to the Monitoring Officer for inclusion.

4. Minutes of the previous meeting

To agree the minutes of the last meeting held on Wednesday 15th August 2018 as a correct record. (Pages 6 - 17)

5. Appeals

To note appeals lodged, imminent public inquiries and appeals awaiting decision. (Pages 18 - 30)

6. Enforcement

To note enforcement notices. (Pages 31 – 32)

7. Public forum

Any member of the public or councillor may participate in public forum. The detailed arrangements for so doing are set out in the Public Information Sheet at the back of this agenda. Please note that the following deadlines will apply in relation to this meeting:

Questions:

Written questions must be received three clear working days prior to the meeting. For this meeting, this means that your question(s) must be received at the latest **by 5pm on Thursday 20th September 2018.**



Petitions and statements:

Petitions and statements must be received by noon on the working day prior to the meeting. For this meeting, this means that your submission must be received at the latest **by 12Noon on Tuesday 25th September 2018.**

The statement should be addressed to the Service Director, Legal Services, c/o The Democratic Services Team, City Hall, 3rd Floor Deanery Wing, College Green, P O Box 3176, Bristol, BS3 9FS or email - democratic.services@bristol.gov.uk

8. Planning and Development

To consider the following applications for Development Control Committee B - **(Page 33)**

- a) **Planning Application Number 18/03879/F - St Annes House, St Annes Road, Bristol BS4 4AB** **(Pages 34 - 50)**
- b) **Planning Application Number 18/03500/F - Ground Floor Flat, 7 Belvedere Road, Westbury Park** **(Pages 51 - 71)**
- c) **Planning Application Number 18/02968/X - Avon Crescent, Bristol BS1 6XQ** **(Pages 72 - 103)**

9. Date of Next Meeting

The next meeting is scheduled for **6pm on Wednesday 7th November 2018.**



Public Information Sheet

Inspection of Papers - Local Government
(Access to Information) Act 1985

You can find papers for all our meetings on our website at www.bristol.gov.uk.

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Other formats and languages and assistance
For those with hearing impairment

You can get committee papers in other formats (e.g. large print, audio tape, braille etc) or in community languages by contacting the Democratic Services Officer. Please give as much notice as possible. We cannot guarantee re-formatting or translation of papers before the date of a particular meeting.

Committee rooms are fitted with induction loops to assist people with hearing impairment. If you require any assistance with this please speak to the Democratic Services Officer.

Public Forum

Members of the public may make a written statement ask a question or present a petition to most meetings. Your statement or question will be sent to the Committee and be available in the meeting room one hour before the meeting. Please submit it to democratic.services@bristol.gov.uk or Democratic Services Section, City Hall, College Green, Bristol BS1 5UY. The following requirements apply:

- The statement is received no later than **12.00 noon on the working day before the meeting** and is about a matter which is the responsibility of the committee concerned.
- The question is received no later than **three clear working days before the meeting**.

Statements will not be accepted after **12.00 noon on the working day before the meeting** unless they have been submitted in advance to Bristol City Council but were not received by the Democratic Services Section. Anyone submitting multiple statements for an application should note that they will only be allowed to speak once at the meeting.

Any statement submitted should be no longer than one side of A4 paper. If the statement is longer than this, then for reasons of cost, only the first sheet will be copied and made available at the meeting. For copyright reasons, we are unable to reproduce or publish newspaper or magazine articles that may be attached to statements.

By participating in public forum business, we will assume that you have consented to your name and the details of your submission being recorded and circulated to the committee. This information will



also be made available at the meeting to which it relates and placed in the official minute book as a public record (available from Democratic Services).

We will try to remove personal information such as contact details. However, because of time constraints we cannot guarantee this, and you may therefore wish to consider if your statement contains information that you would prefer not to be in the public domain. Public Forum statements will not be posted on the council's website. Other committee papers may be placed on the council's website and information in them may be searchable on the internet.

Process during the meeting:

- Public Forum is normally one of the first items on the agenda, although statements and petitions that relate to specific items on the agenda may be taken just before the item concerned.
- There will be no debate on statements or petitions.
- The Chair will call each submission in turn. When you are invited to speak, please make sure that your presentation focuses on the key issues that you would like Members to consider. This will have the greatest impact.
- Your time allocation may have to be strictly limited if there are a lot of submissions. **This may be as short as one minute.**
- If there are a large number of submissions on one matter a representative may be requested to speak on the groups behalf.
- If you do not attend or speak at the meeting at which your public forum submission is being taken your statement will be noted by Members.

Webcasting/ Recording of meetings

Members of the public attending meetings or taking part in Public forum are advised that all Full Council and Cabinet meetings and some other committee meetings are now filmed for live or subsequent broadcast via the council's [webcasting pages](#). The whole of the meeting is filmed (except where there are confidential or exempt items) and the footage will be available for two years. If you ask a question or make a representation, then you are likely to be filmed and will be deemed to have given your consent to this. If you do not wish to be filmed you need to make yourself known to the webcasting staff. However, the Openness of Local Government Bodies Regulations 2014 now means that persons attending meetings may take photographs, film and audio record the proceedings and report on the meeting (Oral commentary is not permitted during the meeting as it would be disruptive). Members of the public should therefore be aware that they may be filmed by others attending and that is not within the council's control.

Bristol City Council
Minutes of the Development Control B Committee

15 August 2018 at 6.00 pm



Members Present:-

Councillors: Harriet Clough, Lesley Alexander, Tom Brook, Harriet Bradley, Mike Davies, Fi Hance, Olly Mead, Jo Sergeant and Clive Stevens

Officers in Attendance:-

Peter Westbury – Team Manager, Development Management, Alex Hawtin, Tamsin Sealy, David MacFadyen – Development Management Officers, Allison Taylor – Democratic Services

1. Welcome, Introduction and Safety Information

These were done.

2. Apologies for Absence

Apologies for absence were received from Councillors Khan and Denyer with Councillor Stevens substituting for Councillor Denyer.

3. Declarations of Interest

There were none.

4. Minutes of the previous meeting

These were agreed as a correct record.

Resolved – that the minutes of the above meeting be approved as a correct record and signed by the Chair.



5. Appeals

These were noted.

The Committee also noted the Public Forum submission received in respect of Appeal Number 4 – land adjacent 131 Bridgewater Road.

6. Enforcement

The list of Enforcement Notices served since the last Committee Meeting was noted.

7. Public forum

Members of the Committee received Public Forum Statements in advance of the meeting.

The Statements were heard before the application they related to and were taken fully into consideration by the Committee prior to reaching a decision.

8. Planning and Development

The Committee considered the following Planning Applications:-

9. Planning Applications Number 18/01374/F and 18/01375/LA - Mortimer House Nursing Home, Clifton Down Road, Bristol BS8 4AE

The Chair took the opportunity to thank the applicant and neighbours for their co-operation during the Committee's site visit.

The representative of the Head of Development Management made the following points by way of introduction:-

1. Mortimer House was a Grade II listed building located in the Clifton Conservation Area;
2. The application sought permission for landscaping and the conversion of the front garden to its original layout with car parking facilities to the rear accessed through a side wall controlled by a gate;
3. In 2016 planning permission was given for a change of use of the care home to an office with six car parking spaces to the front;
4. This application was referred to Committee by Councillor O'Rourke;
5. In January 2018 DC B Committee voted against the officer recommendation to grant and refused planning permission for landscaping and a car park to the rear of the building and for Listed Building



consent for the harm it would cause to the historic appearance of the Listed Building and the level of car parking was unjustified given the highly sustainable location of the building;

6. The revised application before the Committee sought to address the reasons for refusal by reducing the level of car parking to eight spaces and adding two additional areas of planting at the eastern end of the garden;

7. This application attracted 30 objections, 7 in support of the scheme and a 98-signature petition objecting to the scheme;

8. The reinstatement of the historic landscaped frontage was supported by English Heritage and the Council's Conservation Officer;

9. The transport arrangements were acceptable to Transport Officers and it was noted that the level of car parking was less than the maximum quantum allowed under the Parking Standards Schedule and that there was sufficient visibility for access. The Tree Officer was satisfied with the proposal noting that 9 trees would be planted to mitigate the loss of the Cherry tree, which was in excess of the agreed standard;

10. In summary, Officers recommended the application for approval subject to conditions.

The following points arose from questions and debate:-

1. It was confirmed that there would be no commercial use vehicles as this was purely an office.

Deliveries of office supplies would use the drop off point at the front of the building. This was clearly set out on the site plan so would be enforceable without conditioning. It was emphasised that there would be no parking at the front at any time;

2. With respect to noise concerns from the rear of the site, Pollution Control officers were satisfied that there was not a significant impact on air quality, noise or vibration given the level of parking;

3. It was noted that in April 2018 the applicant submitted an appeal to the Planning Inspectorate against the January decision. Officers did not know whether this appeal would be withdrawn if the current application was granted;

4. Officers considered the use viable as there was already a change of use consent in place. The front of the historical landscape would be retained and this benefited a Conservation Area;

5. Vehicle movements would be in line with office hours ie. 8/9am to 5/5.30pm. It was estimated there would be 16 car movements per day. It was possible to condition so that there were no car movements at night;

6. Councillor Mead asked why the rear was considered more acceptable than the front for car parking when it meant the loss of the garden and was informed that Clifton Down Road was a prominent location in the Conservation Area and the rear had already lost much of its heritage value with the loss of the garden house and the construction of the new buildings to the south and was therefore considered less important than the frontage;

7. It was confirmed that 8 car parking spaces only would be secured through landscape conditions which were enforceable if breached;

8. It was not possible to condition the type of vehicles using the car park as this was unenforceable;

9. Councillor Stevens believed the key issue was whether the improvements to the Historic Asset to the front outweighed the loss to the Historic Asset at the rear and was that improvement better than the loss



of amenity to residents. He noted that the frontage would not be visible from the street as there would be large trees in the way and therefore the value of that Heritage Asset was not as high as it could be;

10. The Chair stated that he had considered the application carefully and believed it to be a positive use of a Heritage Asset and enhanced the Conservation Area. It was crucial that care homes were properly resourced and this use was therefore welcomed. He understood the concerns of residents but stated that the reduction in the amount of parking and a condition to prevent overnight parking should reassure them. He was minded to support the application;

11. Councillor Hance was concerned that this application was for an additional 2 car parking spaces to the consent from 2016 and was not sure whether this was worth the distress to residents. She was also concerned that the impacts of noise and vibration had not been properly assessed and was minded to vote against officer recommendation;

12. Councillor Sergeant was concerned that the impacts of traffic and pollution had not been properly assessed and was not convinced enforcement would work;

13. Councillor Bradley believed there was harm to the front and back and was not impressed with the design. It was too close to residents and she would not support the officer recommendation;

14. Councillor Mead supported the business aims of the applicant and felt the improved access to the rear was a positive change but questioned the proposals to the frontage. He was undecided how to vote;

15. Councillor Davies believed that the applicant had addressed the reasons for the previous refusal. He acknowledged that the proposals were not ideal but were a substantial heritage gain and he would support the officer recommendation;

16. Councillor Brook believed the revised frontage was an improvement but there was still harm to the building and the amenity of neighbours from noise and traffic pollution. He was not convinced that the gain at the front outweighed the loss at the rear. He preferred the car park at the front as per the original consent and would vote against the officer recommendation;

17. Councillor Clough supported the reduction in car parking spaces and the improved accessibility for disabled users at the rear car park. She questioned whether the Heritage Asset at the rear should be preserved if the damage had been done by previous development;

18. Regarding a condition to limit the car park use, the Committee was advised this could be between the hours of 8.30am and 6.30pm;

19. The Chair moved the officer recommendation and an additional condition regarding hours of use for the car park and this was seconded by Councillor Davies. On being put to the vote it was lost 4 for, 6 against;

20. Discussion ensued regarding the appropriate wording for a refusal motion. Members referenced the loss of the rear garden not outweighing the restoration of the heritage asset of the front garden, a loss of visual and residential amenity, an unjustified level of car parking given the sustainable location and the relevant planning policies for these reasons. These reasons were moved by Councillor Stevens and seconded by Councillor Bradley. On being put to the vote it was:-

Resolved (7 for, 3 against) – That planning permission be refused for the following reasons:-

- 1. The proposed car park to the rear of Mortimer House would cause unacceptable harm to historic appearance of the rear of the Listed Building through a loss of visual and residential**



amenity and the garden's verdant character. The loss of the rear garden to car parking, and the potential affects upon air and noise pollution this would have, is not outweighed by the benefits to this heritage asset resulting from the restoration of the front garden. As such, the proposed development would be contrary to the section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, the National Planning Policy Framework, Bristol Core Strategy Policies BCS21 (Quality Urban Design), BCS22 (Conservation and the Historic Environment) and BCS23 (Pollution), and Policies DM26 (Local Character & Distinctiveness), DM31 (Heritage Assets) and DM33 (Pollution Control, Air Quality and Water Quality) of the Site Allocations and Development Management Policies.

2. The proposed level of car parking is unjustified given the highly sustainable location of Mortimer House, and the proposed development would encourage car use to the contrary to the transport user priorities set out within Bristol Core Strategy Policy BCS10 (Transport and Access Improvements).

The Chair took the opportunity to thank the applicant and neighbours for their co-operation during the Committee's site visit.

The representative of the Head of Development Management made the following points by way of introduction:-

1. Mortimer House was a Grade II listed building located in the Clifton Conservation Area;
2. The application sought permission for landscaping and the conversion of the front garden to its original layout with car parking facilities to the rear accessed through a side wall controlled by a gate;
3. In 2016 planning permission was given for a change of use of the care home to an office with six car parking spaces to the front;
4. This application was referred to Committee by Councillor O'Rourke;
5. In January 2018 DC B Committee voted against the officer recommendation to grant and refused planning permission for landscaping and a car park to the rear of the building and for Listed Building consent for the harm it would cause to the historic appearance of the Listed Building and the level of car parking was unjustified given the highly sustainable location of the building;
6. The revised application before the Committee sought to address the reasons for refusal by reducing the level of car parking to eight spaces and adding two additional areas of planting at the eastern end of the garden;
7. This application attracted 30 objections, 7 in support of the scheme and a 98-signature petition objecting to the scheme;
8. The reinstatement of the historic landscaped frontage was supported by English Heritage and the Council's Conservation Officer;
9. The transport arrangements were acceptable to Transport Officers and it was noted that the level of car parking was less than the maximum quantum allowed under the Parking Standards Schedule and that there was sufficient visibility for access. The Tree Officer was satisfied with the proposal noting that 9 trees would be planted to mitigate the loss of the Cherry tree, which was in excess of the agreed standard;



10. In summary, Officers recommended the application for approval subject to conditions.

The following points arose from questions and debate:-

1. It was confirmed that there would be no commercial use vehicles as this was purely an office. Deliveries of office supplies would use the drop off point at the front of the building. This was clearly set out on the site plan so would be enforceable without conditioning. It was emphasised that there would be no parking at the front at any time;
2. With respect to noise concerns from the rear of the site, Pollution Control officers were satisfied that there was not a significant impact on air quality, noise or vibration given the level of parking;
3. It was noted that in April 2018 the applicant submitted an appeal to the Planning Inspectorate against the January decision. Officers did not know whether this appeal would be withdrawn if the current application was granted;
4. Officers considered the use viable as there was already a change of use consent in place. The front of the historical landscape would be retained and this benefited a Conservation Area;
5. Vehicle movements would be in line with office hours ie. 8/9am to 5/5.30pm. It was estimated there would be 16 car movements per day. It was possible to condition so that there were no car movements at night;
6. Councillor Mead asked why the rear was considered more acceptable than the front for car parking when it meant the loss of the garden and was informed that Clifton Down Road was a prominent location in the Conservation Area and the rear had already lost much of its heritage value with the loss of the garden house and the construction of the new buildings to the south and was therefore considered less important than the frontage;
7. It was confirmed that 8 car parking spaces only would be secured through landscape conditions which were enforceable if breached;
8. It was not possible to condition the type of vehicles using the car park as this was unenforceable;
9. Councillor Stevens believed the key issue was whether the improvements to the Historic Asset to the front outweighed the loss to the Historic Asset at the rear and was that improvement better than the loss of amenity to residents. He noted that the frontage was not visible from the street as there was a large tree in the way and therefore the value of that Heritage Asset was not as high as it could be;
10. The Chair stated that he had considered the application carefully and believed it to be a positive use of a Heritage Asset and enhanced the Conservation Area. It was crucial that care homes were properly resourced and this use was therefore welcomed. He understood the concerns of residents but stated that the reduction in the amount of parking and a condition to prevent overnight parking should reassure them. He was minded to support the application;
11. Councillor Hance was concerned that this application was for an additional 2 car parking spaces to the consent from 2016 and was not sure whether this was worth the distress to residents. She was also concerned that the impacts of noise and vibration had not been properly assessed and was minded to vote against officer recommendation;
12. Councillor Sergeant was concerned that the impacts of traffic and pollution had not been properly assessed and was not convinced enforcement would work;
13. Councillor Bradley believed there was harm to the front and back and was not impressed with the design. It was too close to residents and she would not support the officer recommendation;



14. Councillor Mead supported the business aims of the applicant and felt the improved access to the rear was a positive change but questioned the proposals to the frontage. He was undecided how to vote;
15. Councillor Davies believed that the applicant had addressed the reasons for the previous refusal. He acknowledged that the proposals were not ideal but were a substantial heritage gain and he would support the officer recommendation;
16. Councillor Brook believed the revised frontage was an improvement but there was still harm to the building and the amenity of neighbours from noise and traffic pollution. He was not convinced that the gain at the front outweighed the loss at the rear. He preferred the car park at the front as per the original consent and would vote against the officer recommendation;
17. Councillor Clough supported the reduction in car parking spaces and the improved accessibility for disabled users at the rear car park. She questioned whether the Heritage Asset at the rear should be preserved if the damage had been done by previous development;
18. Regarding a condition to limit the car park use, the Committee was advised this could be between the hours of 8.30am and 6.30pm;
19. The Chair moved the officer recommendation and an additional condition regarding hours of use for the car park and this was seconded by Councillor Davies. On being put to the vote it was lost 4 for, 6 against;
20. Discussion ensued regarding the appropriate wording for a refusal motion. Members referenced the loss of the rear garden not outweighing the restoration of the heritage asset of the front garden, a loss of visual and residential amenity, an unjustified level of car parking given the sustainable location and the relevant planning policies for these reasons. These reasons were moved by Councillor Stevens and seconded by Councillor Bradley. On being put to the vote it was:-

Resolved (7 for, 3 against) – That planning permission be refused for the following reasons:-

- 1. The proposed car park to the rear of Mortimer House would cause unacceptable harm to historic appearance of the rear of the Listed Building through a loss of visual and residential amenity and the garden's verdant character. The loss of the rear garden to car parking, and the potential affects upon air and noise pollution this would have, is not outweighed by the benefits to this heritage asset resulting from the restoration of the front garden. As such, the proposed development would be contrary to the section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, the National Planning Policy Framework, Bristol Core Strategy Policies BCS21 (Quality Urban Design), BCS22 (Conservation and the Historic Environment) and BCS23 (Pollution), and Policies DM26 (Local Character & Distinctiveness), DM31 (Heritage Assets) and DM33 (Pollution Control, Air Quality and Water Quality) of the Site Allocations and Development Management Policies.**
- 2. The proposed level of car parking is unjustified given the highly sustainable location of Mortimer House, and the proposed development would encourage car use to the contrary to the transport user priorities set out within Bristol Core Strategy Policy BCS10 (Transport and Access Improvements).**



10 Planning Application Number 17/06582/F - 22A Islington Road, Bristol BS3 1QB

The representative of the Head of Development Management made the following points by way of introduction:-

1. The application had been referred to Committee by Councillor Bolton;
2. The application had previously been considered at the DC B Committee on 25 April where it had been deferred for officers to seek further amendments to the roof scheme due to concerns that it would result in unacceptable loss of light and amenity to neighbouring gardens;
3. In response, the applicant had submitted a revised application which included a hipped roof form at the eastern side of the building and the boundary fence being reduced to 1.8m height at the rear and redesigned to a stepped design to increase privacy for occupants and neighbours. There was also a revised sunlight assessment study;
4. Officers had reassessed the application and found that there was not unacceptable harm. The applicant had readdressed the roof impact and officers deemed the application acceptable and recommended grant subject to conditions.

The following points arose from questions and debate:-

1. It was confirmed that the full application was before the Committee for approval based on its merits. However the minutes for the previous application were a public document and the Committee should give great weight to them in their deliberations;
2. It was noted that the application fell within the Conservation Area for Bedminster and the building was listed which were material planning considerations. However, officers found the design not so harmful as to warrant refusal and the loss could be justified;
3. The applicant had considered amending the other side of the roof but this would not impact on light and would alter the internal layout;
4. Councillor Brook stated the design was of a high quality and sympathetic within a Conservation Area. This proposal was a great improvement on the existing building;
5. Councillor Clough believed the amendments to the roof design did not address the previous Committee's reasons to defer the application and was minded to vote against the officer recommendation;
6. Councillor Hance expressed concern that the massing had not been addressed and questioned whether the design was an improvement on the current building. She was minded to vote against the officer recommendation;
7. Councillor Bradley questioned whether the applicant had sufficiently addressed the overshadowing and felt the internal design layout was not a valid argument;
8. Councillor Davies was content with the application and moved the officer recommendation and this was seconded by Councillor Brook. On being put to the vote it was lost – 2 for, 7 against, 1 abstention. The Chair then proposed that the application be refused due to unacceptable overshadowing of surrounding residential properties and loss of light caused by the design of the roof, the impact on



residential amenity and that the application was within a Conservation Area. This was seconded by Councillor Clough. On being put to the vote, it was:-

Resolved (7 for, 2 against, 1 abstention) – that planning permission be refused for the following reasons:-

The design of the roof as proposed would lead to unacceptable overshadowing of surrounding residential properties and would therefore have a detrimental impact on residential amenity, contrary to Core Strategy Policy BCS21 (Quality Urban Design) and Policies DM26 (Local Character & Distinctiveness) and DM27 (Layout and Form) of the Site Allocations and Development Management Policies (Adopted July 2014). For this reason, the design would also lead to harm to this part of the Bedminster Conservation Area contrary to Core Strategy Policy BCS22 (Conservation and the Historic Environment) and Policy DM31 (Heritage Assets) of the Site Allocations and Development Management Policies (Adopted July 2014).

11 Planning Application Number 18/00447/F - 6 Cotham Lawn Road, Cotham, Bristol BS6 6DU

The representative of the Head of Development Management made the following points by way of introduction:-

The following points arose from questions and debate:-

1. The application was before the Committee due to the high level of local objection to the proposal. It was noted that many of the objections followed the same template and related to the loss of the stone boundary wall and the harm to street trees;
2. The proposal was for a two-storey detached, 3-bedroom house on land to the rear of the site fronting Trelawney Road;
3. The proposal was in a highly sustainable location with access to public transport and shops;
4. The design was acceptable and the materials used were in keeping with a Conservation Area;
5. Officers recommended approval subject to conditions.

The following points arose from questions and debate:-

1. Councillor Mead noted that the use of residential gardens for new housing proposals was already evident in nearby properties. The use of materials was sympathetic and the trees were protected. He would support the officer recommendation;
2. There were no other comments so Councillor Bradley moved the officer recommendation and this was seconded by Councillor Brook. On being put to the vote, it was:-

Resolved (Unanimous) – That planning permission be granted subject to conditions set out in the report.



12 Planning Application Numbers 17/06957/X and 17/06959/X - 39-40 Berkeley Square, Bristol BS8 1HP

An Amendment Sheet was provided to the Committee in advance of the meeting, detailing changes since the publication of the original report.

The representative of the Head of Development Management made the following points by way of introduction:-

1. It was noted that application 17/06957/X had been withdrawn by the applicant;
2. It was noted that the published report contained some errors and the corrections were set out in the Amendment Sheet. In particular it was reported that the carbon offset contribution would be £13, 534 and not the figure as set out in the report;
3. This was a section 73 application which sought changes and revisions to an extant planning permission granted in 2016. The changes were as follows:-
 - To change the appearance of the additional storey from a mansard style roof to a more modern flat-roofed storey;
 - The approved renewable energy of Air Source Heat Pumps had proved problematical and the applicant therefore wished an array of PV panels to the roof of no. 40. Officers have assessed that a full array would cause harm to heritage assets so a reduction had been negotiated to cover one quarter of the roof. As this reduction would result in only a 5.5% reduction in carbon emissions and not the full 20% a carbon off-set contribution of £13, 534 had been secured with the applicant;
 - The air conditioning plant was to be relocated from the basement to the front part of the roof facing Berkeley Square.
4. The application had attracted 22 objections mainly from residents of Berkeley House;
5. There was a close relationship between this building and its neighbour with a gap of only 9m at its closest. This was an existing situation and could not be changed;
6. Officers were satisfied with the appearance of the extension and that it would not cause harm within a Conservation Area;
6. A noise and daylight assessment had been carried out and officers were satisfied that the scheme met requirements. It was noted that properties 19-36 of Berkeley House would be affected but the impact was not sufficient to warrant refusal;
7. In summary, Officers recommended approval subject to a Planning Agreement.

The following points arose from questions and debate:-

1. It was the view of the Conservation Officer that PV panels presented a cluttered roof;
2. The Carbon off-set contribution would be spent on Council owned assets to achieve an overall reduction in CO2;



3. The gap between the buildings was already impacting residents but could not be addressed by this application;
4. The applicants had declined the installation of soundproofed glass around the roof terrace. Officers could not insist on this as Pollution Control Officers had advised that the noise would not create additional harm. A condition limiting the use of the roof terrace from 9am to 6pm weekdays and not at all on weekends and Bank Holidays provided some protection to residential amenity;
5. Officers perceived the reason for the roof terrace to be for small businesses occupying the building to interact within an amenity area;
6. Officers believed this application was better than the previous one as it provided greater control with the Management Statement making it clear how the roof was to be controlled. Residents' recourse should noise be unacceptable was through enforcement action as this would amount to a breach of the Management Condition as well as statutory nuisance legislation;
7. There was a degree of harm with the PV panels being visible from afar within a Conservation Area but it was felt that this harm was outweighed by the benefit in CO2 reductions. The Committee was cautioned against imposing a planted screen as this changed the application and required maintenance and presented difficulties to ensure it was kept long term;
8. An acoustic barrier presented an impact on conservation grounds. Besides, a noise assessment had been carried out and found that a screen was not necessary;

At this point, Councillor Clough left the meeting. This left 9 Committee members to vote on this item.

9. The Chair welcomed the employment use of this development. The changes did not address all previous concerns but were nonetheless positive and provided greater control. He would support the officer recommendation;
10. Councillor Bradley supported the usage but wanted some protection for residents from overlooking and noise. She also believed the full array of PV panels should be restored in line with the sustainability policy. The representative of the Head of Development Management advised that the Committee could give delegated authority to officers to explore with the applicant an increase in the number of PV panels and that meant that there would be no carbon off-set contribution. Officers could also explore a man-made screen for the roof terrace. No matters which were at the fundamental core of the application could be revisited as the principle had already been established;
11. Councillor Sergeant advised against a hedge as it would be an unfair burden on the applicant and supported a glass screen;
12. Councillor Mead stated that a lack of screening was not sufficient reason to refuse the application. He was pleased the development would be to the benefit of city and its economy. He moved that officers be given delegated authority to explore an increase in the number of PV panels and a form of man-made screen for the roof terrace and this was seconded by Councillor Davies. On being put to the vote it was:-

Resolved (Unanimous) - That delegated authority be given to Officers to grant planning permission subject to:

1. **The provision of an increase in the amount of PV panels negating the requirement for an unilateral undertaking for provision elsewhere in the city.**



2. **Consideration of provision of an alternate man made screen (designed to provide additional protection to neighbouring amenity) to the proposed roof terrace.**

13 Date of Next Meeting

26 September 2018 at 2pm.

Meeting ended at 9.10 pm

CHAIR _____



DEVELOPMENT CONTROL COMMITTEE B

26th September 2018

REPORT OF THE SERVICE DIRECTOR - PLANNING

LIST OF CURRENT APPEALS

Householder appeal

Item	Ward	Address, description and appeal type	Date lodged
1	Westbury-on-Trym & Henleaze	8 Halsbury Road Bristol BS6 7SR Proposed front roof extension with front dormer. Appeal against refusal Delegated decision	12/06/2018
2	Southmead	7 Lorton Road Bristol BS10 6DG Notification of prior approval for the erection of a single storey, rear extension that would extend beyond the rear wall of the original house by 6.0 metres, have a maximum height of 3.0 metres and have eaves that are a maximum height of 3.0 metres. Appeal against refusal Delegated decision	02/08/2018
3	Bishopston & Ashley Down	11 Beloe Road Bristol BS7 8RB Double storey side extension. Appeal against refusal Delegated decision	06/08/2018
4	Knowle	51 Stoneleigh Road Bristol BS4 2RH Erection of single-storey rear extension. Appeal against refusal Delegated decision	03/09/2018
5	Southville	5 Exeter Road Bristol BS3 1LY Ground floor side extension and loft conversion. Appeal against refusal Delegated decision	04/09/2018
6	Avonmouth & Lawrence Weston	68A Dursley Road Bristol BS11 9XF Two storey side extension. Appeal against refusal Delegated decision	05/09/2018

Informal hearing

Item	Ward	Address, description and appeal type	Date of hearing
7	Hartcliffe & Withywood	Merchants Academy Gatehouse Avenue Bristol BS13 9AJ Erection of a 2 form-entry Primary School with Nursery and Autistic Condition Spectrum (ASC) School to be co-located on the site, associated play areas, car parking and drop off area. Demolition of former St Johns Ambulance building to create new access and parking area from Hareclive Road. Appeal against refusal Committee	03/10/2018
8	Ashley	Hamilton House 80 Stokes Croft Bristol BS1 3QY Notification for prior approval for a proposed change of use of Blocks B & C from office use (Class B1(a)) to dwellinghouses (Class C3) to provide 45no. self-contained dwellings (comprising 25no. one bed units and 20no. two bed units). Appeal against refusal Delegated decision	02/10/2018
9	Filwood	PX Centre Bedminster Road Bristol BS3 5NR Outline planning application (with access, layout, scale and appearance to be considered) for redevelopment of the site to provide 32no. self-contained flats (Use Class C3) with associated access, parking, drainage and hard/soft landscape works. Appeal against refusal Delegated decision	TBA

Public inquiry

Item	Ward	Address, description and appeal type	Date of inquiry
10	Central	Old Bristol Royal Infirmary Building Marlborough Street (South Side) City Centre Bristol BS1 3NU Demolition of the existing buildings and redevelopment of the site to provide a part 7, 8 and 9 storey building fronting Marlborough Street, comprising 715 student bedspaces; communal areas and central courtyard; and erection of part 4, 5 and 6 storey building to the rear to accommodate a mix of uses, including office floorspace (Use Class B1) and/or medical school (Use Class D1) equating to 6,860sqm and a small commercial unit; associated access road, landscaping, public realm improvements, undercroft car parking and cycle parking. (MAJOR). Appeal against non-determination Committee	TBA

11	Avonmouth & Lawrence Weston	8 - 10 Station Road Shirehampton Bristol BS11 9TT Demolition of glasshouses and redevelopment to form 33 No. apartments for the elderly, guest apartment, communal facilities, access, car parking and landscaping. Appeal against refusal Delegated decision	20/11/2018
12	Ashley	15-16 Brunswick Square Bristol BS2 8NX Proposed change of use from Private Members' Club (Sui Generis) at ground floor and lower ground floor with ancillary office use on the upper floors to office floorspace (B1a) on all floors with associated provision of waste storage and bicycle parking facilities and external alterations. Appeal against refusal Delegated decision	TBA
13	Ashley	15-16 Brunswick Square Bristol BS2 8NX Internal and external works associated with the proposed change of use from Private Members' Club (Sui Generis) at ground floor and lower ground floor with ancillary office use on the upper floors to office floorspace (B1a) on all floors with associated provision of waste storage and bicycle parking facilities. Appeal against refusal Delegated decision	TBA

Written representation

Item	Ward	Address, description and appeal type	Date lodged
14	Frome Vale	St Mary's Church Manor Road Fishponds Bristol BS16 2JB Yew - Fell TPO 472. Appeal against refusal Delegated decision	27/04/2018
15	Knowle	35 Kingshill Road Bristol BS4 2SJ Demolition of outbuildings and erection of a 2 storey, one bed dwelling house. Erection of single storey rear extension to existing property along with other external alterations. Appeal against refusal Delegated decision	14/05/2018
16	Central	1 Wine Street Bristol BS1 2BB Temporary scaffold shroud screen advertisement measuring 11M x 7M for a period of 6 months during works to the facade of the building. Appeal against refusal Delegated decision	25/05/2018

17	Knowle	Land At Junction With Redcatch Road St Agnes Avenue Bristol Erection of two storey, 4-bedroomed detached house together with associated parking and amenity space. 3 additional parking spaces retained for use connected with St Elizabeth's. Appeal against non-determination	29/05/2018
18	Knowle	Land At Junction With Redcatch Road St Agnes Avenue Bristol Erection of two storey, 4-bedroomed detached house together with associated parking and amenity space. 4 additional parking spaces retained for use connected with St Elizabeth's. Appeal against non-determination	29/05/2018
19	Brislington East	97 & 99 Capgrave Crescent Bristol BS4 4TN Erection of a pair of semi detached houses to the rear of nos 97 & 99 Capgrave Crescent. Appeal against refusal Delegated decision	12/06/2018
20	Horfield	20 Northwick Road Bristol BS7 0UG Proposed bungalow C3 dwelling. Appeal against refusal Delegated decision	18/06/2018
21	Ashley	111 York Road Montpelier Bristol BS6 5QG Removal of existing conservatory at rear and new extension to create larger conservatory with steps into the garden. Appeal against refusal Delegated decision	03/07/2018
22	Ashley	Unit 7 Montpelier Central Station Road Montpelier Bristol BS6 5EE 3no. internally illuminated box signs and 1no. fascia sign running above entrance doors. Appeal against refusal Delegated decision	04/07/2018
23	Ashley	114 Chesterfield Road Bristol BS6 5DU Demolition of existing garage at the rear of the site and erection of a new, two storey, single dwelling. Appeal against refusal Delegated decision	12/07/2018

24	Lawrence Hill	Hoarding At Corner Of Lawfords Gate Wade Street Bristol BS2 0DY The advertising display currently exists as a 48 sheet illuminated sequential display. This application relates to the upgrade in the technology used to display the advertising images. Appeal against refusal Delegated decision	19/07/2018
25	Windmill Hill	15 Hill Avenue Bristol BS3 4SH Proposed 3 storey rear extension & loft conversion. Appeal against refusal Delegated decision	19/07/2018
26	Clifton	Flat B 9-10 Waterloo Street Clifton Bristol BS8 4BT Proposed change of first floor use from flat (Use Class C3) to Financial and Professional Services (Use Class A2), (to be used as part of the ground floor office use). Appeal against refusal Delegated decision	23/07/2018
27	Windmill Hill	3 Haverstock Road Bristol BS4 2DA Retention of rear roof extension. Appeal against refusal Delegated decision	30/07/2018
28	Windmill Hill	3 Haverstock Road Bristol BS4 2DA Enforcement appeal Appeal against an enforcement notice	30/07/2018
29	Bishopston & Ashley Down	16 Alton Road Bristol BS7 9PS Enforcement notice appeal against the erection of an extension to the rear of the property. Appeal against an enforcement notice	30/07/2018
30	Southville	37 Stackpool Road Bristol BS3 1NG Application for a Lawful Development Certificate for Existing use of property as 7no. self-contained flats. Appeal against refusal Delegated decision	30/07/2018
31	Central	6 Tyndalls Park Road Bristol BS8 1PY Demolition of boundary wall and construction of a two storey building containing 2no. studio apartments (sui generis use) with associated provision of amenity space, refuse and cycle storage. Appeal against refusal Delegated decision	31/07/2018

32	Central	Raj Mahal City Clarence Road Redcliff Bristol BS1 6RP Demolition of existing building and erection of a building containing 73no. student bedspaces, communal space and cycle parking (major application). Appeal against refusal Delegated decision	01/08/2018
33	Cotham	140B Redland Road Bristol BS6 6YA Conversion of existing flat roof to external terrace with external cladding to rear elevation. Appeal against refusal Delegated decision	01/08/2018
34	Stockwood	1 Atkins Close Bristol BS14 8JS Proposed two storey, self-contained, single dwellinghouse. Appeal against refusal Delegated decision	01/08/2018
35	Clifton	Mortimer House Nursing Home Clifton Down Road Bristol BS8 4AE Proposed landscaping / external work alterations to return the front garden to the original layout and provision of car parking facilities at the rear of the building accessed through a new opening in the side wall controlled by a sliding timber gate. Appeal against refusal Committee	02/08/2018
36	Westbury-on-Trym & Henleaze	46 Henleaze Avenue Bristol BS9 4ET Proposed single storey building to provide a retail sales/repair shop for mobile phones. Appeal against refusal Delegated decision	02/08/2018
37	Clifton	Mortimer House Nursing Home Clifton Down Road Bristol BS8 4AE Proposed landscaping / external work alterations to return the front garden to the original layout of the listed building and providing car parking facilities at the rear of the building accessed through a new opening in the side wall controlled by a sliding timber gate. Appeal against refusal Committee	02/08/2018
38	Westbury-on-Trym & Henleaze	Badminton School Westbury Road Bristol BS9 3BA Resurfacing of existing school loose gravel paths with patterned concrete. Appeal against conditions imposed Delegated decision	02/08/2018

39	Westbury-on-Trym & Henleaze	Badminton School Westbury Road Bristol BS9 3BA Resurfacing of existing school loose gravel paths with patterned concrete. Appeal against conditions imposed Delegated decision	02/08/2018
40	Westbury-on-Trym & Henleaze	7-9 High Street Westbury Bristol BS9 3BY Integration of 5no roof lights above the principle elevation and 5 above the rear elevation of the existing property. Subdivision of existing Flat 2 to create two dwelling units on the second floor and in converted loft space. Appeal against refusal Delegated decision	02/08/2018
41	Cotham	12E Alfred Place Kingsdown Bristol BS2 8HD Retrospective permission for a rear dormer window. Appeal against refusal Delegated decision	02/08/2018
42	Clifton	The Clarendon Gorse Lane Bristol BS8 1DH Application to vary condition 2 (which lists approved Plans) attached to app.no. 00/03847/F for the erection of a single dwelling house - (Alterations to the as built scheme) Appeal against refusal Delegated decision	03/08/2018
43	Redland	8 & 9 Belvedere Road Bristol BS6 7JG New entrance canopy. Appeal against refusal Delegated decision	20/08/2018
44	Clifton Down	67 & 69 Whiteladies Road And 16A & 17A Aberdeen Road Bristol BS8 2NT Change of use of the existing Kwik Fit unit located at the junction of Whiteladies Road and Aberdeen Road from Use Class B2 (General Industrial) to Use Class A1 (Retail). Appeal against refusal Committee	20/08/2018
45	Eastville	Land At The Rear Of 134 - 136 Fishponds Road Eastville Bristol BS5 6PP Erection of 1 x 3 storey dwelling and 1 x 2 storey dwelling on land to the rear of 134 - 136 Fishponds Road. Appeal against refusal Delegated decision	20/08/2018

46	Hengrove & Whitchurch Park	29 & 31 Bamfield Bristol BS14 0SN Creation of vehicular access onto a classified road and off-street parking areas for both properties. Appeal against refusal Delegated decision	22/08/2018
47	Lawrence Hill	199 Avonvale Road Bristol BS5 9SR Enforcement Appeal against notice served for works to roof including front dormer without planning permission. Appeal against an enforcement notice	28/08/2018
48	Lockleaze	17 Melton Crescent Bristol BS7 0LF Extension of the existing building to form 3 x HMO C4 flats. Appeal against refusal Delegated decision	03/09/2018
49	Westbury-on-Trym & Henleaze	12 Southover Close Bristol BS9 3NG Demolition of Existing Dwelling and Development of 6no. Flats and Associated Works (resubmission of 18/00317/F). Appeal against refusal Delegated decision	03/09/2018
50	Bishopston & Ashley Down	318 Gloucester Road Horfield Bristol BS7 8TJ Enforcement notice appeal for extension at rear of property. Appeal against an enforcement notice	10/09/2018
51	Windmill Hill	154 Marksbury Road Bristol BS3 5LD Enforcement notice appeal for the development being the erection of a detached ancillary building being larger than approved by planning permission 16/04845/H. Appeal against an enforcement notice	10/09/2018
52	Windmill Hill	154 Marksbury Road Bristol BS3 5LD Retention of single storey building in rear garden. Appeal against refusal Delegated decision	10/09/2018
53	Eastville	631 - 633 Fishponds Road Fishponds Bristol BS16 3BA Enforcement notice appeal for the erection of structure in the rear yard used in association with the commercial ground floor unit. Appeal against an enforcement notice	10/09/2018

54	Cotham	16 Clyde Road Redland Bristol BS6 6RP Partial demolition of existing garage/store structure and erection of a single storey, 1 bedroom dwelling with revised access. Appeal against refusal Delegated decision	10/09/2018
55	Clifton Down	36 Hampton Park Bristol BS6 6LH Construction of a one bed house, sunken into existing rear garden. Appeal against refusal Delegated decision	10/09/2018
56	Easton	28 York Road Easton Bristol BS5 6BJ Application for a Certificate of Proposed Development - proposed porch. Appeal against refusal Delegated decision	11/09/2018
57	Bishopston & Ashley Down	126 Downend Road Horfield Bristol BS7 9PW Application for a Lawful Development Certificate for a Proposed use or development - Existing garage converted to annex to main house. Appeal against refusal Delegated decision	13/09/2018
58	Clifton Down	18 Elgin Park Bristol BS6 6RX Erection of garden room extension to existing annex with associated alterations. Appeal against refusal Delegated decision	13/09/2018
59	Stoke Bishop	3 Dingle Road Bristol BS9 2LN Application for variation of condition no.11 (List of Approved Plans) attached to planning permission 16/05204/F. Appeal against refusal Delegated decision	13/09/2018
60	Stoke Bishop	3 Dingle Road Bristol BS9 2LN Variation of condition 11 of reference number: 16/05204/F - To allow external alterations to improve internal arrangement. Appeal against refusal Delegated decision	13/09/2018

List of appeal decisions

Item	Ward	Address, description and appeal type	Decision and date decided
61	Hengrove & Whitchurch Park	Land Adjoining 130 Hengrove Lane Bristol BS14 9DQ Erection of 3 storey building comprising 6 x 1-bed flats. Appeal against refusal Delegated decision	Appeal dismissed 03/09/2018
62	Central	Unit 1 Maggs House 70 Queens Road Clifton Bristol BS8 1QU Proposed change of use from mixed A1/A3 to mixed A3/A4 use, facade alterations to ground floor. Appeal against refusal Committee	Appeal dismissed 04/09/2018
63	Filwood	69 Hartcliffe Road Bristol BS4 1HD Proposed two storey detached single dwelling house, with associated parking. Appeal against refusal Delegated decision	Appeal dismissed 04/09/2018
64	Knowle	75 Tavistock Road Bristol BS4 1DL Proposed two bedroom detached single dwelling house, with provision of car parking. Appeal against refusal Delegated decision	Appeal dismissed 04/09/2018
65	Hillfields	24 Mayfield Avenue Bristol BS16 3NL Lombardy Poplars (T4 and T5) - fell to ground level (Protected by Tree Preservation Order 917). Appeal against refusal Delegated decision	Appeal dismissed 07/09/2018 Costs not awarded
66	Bishopsworth	Land Adjacent 131 Bridgwater Road Bristol BS13 8AE Retrospective application for erection of 14 dwellinghouses (13 x 3/4 bed and 1 x 2/3 bed) with associated vehicular and pedestrian access and cycle and bin storage, with access from Kings Walk (revision to planning permission 13/04789/F) (Major Application). Appeal against refusal Committee	Appeal allowed 08/08/2018
67	Bishopsworth	Land Next To 131 Bridgwater Road Bristol Outline application for the erection of up to 9no. dwellinghouses with associated garages, parking areas and landscaping with 'Access' to be considered. Appeal against non-determination Delegated decision	Appeal dismissed 08/08/2018

68	Central	Phone Box Near 40-44 Bond Street Bristol Application for prior notification of proposed development by telecommunications code system operators: - Call Box Appeal against refusal Delegated decision	Appeal dismissed 05/08/2018
69	Ashley	Phone Box Near Newfoundland Circus Bristol BS2 9AP Application for prior notification of proposed development by telecommunications code system operators: - Call Box. Appeal against refusal Delegated decision	Appeal dismissed 08/08/2018
70	Central	Phone Box At Hollister Street Bristol BS1 3BH Application for prior notification of proposed development by telecommunications code system operators: - Call Box. Appeal against refusal Delegated decision	Appeal dismissed 08/08/2018
71	Central	Phone Box Rear Of House Of Fraser Bond Street South Bristol BS1 3BD Application for prior notification of proposed development by telecommunications code system operators: - Call Box. Appeal against refusal Delegated decision	Appeal dismissed 08/08/2018
72	Central	Outside The House Of Fraser The Circus Bristol BS1 3BD Application for prior notification of proposed development by telecommunications code system operators: - Call Box. Appeal against refusal Delegated decision	Appeal dismissed 08/08/2018
73	Ashley	Phone Box Outside 12 To 20 Pritchard Street Bristol Application for prior notification of proposed development by telecommunications code system operators: - Call Box. Appeal against refusal Delegated decision	Appeal dismissed 08/08/2018
74	Lawrence Hill	Cabot Circus Car Park Newfoundland Circus Bristol BS2 9AB Application for prior notification of proposed development by telecommunications code system operators: Call Box. Appeal against refusal Delegated decision	Appeal allowed 08/08/2018
75	Central	Phone Box Near 25 King Street City Centre Bristol BS1 4PB Application for prior notification of proposed development by telecommunications code system operators: - Call Box. Appeal against refusal Delegated decision	Appeal dismissed 08/08/2018

76	Clifton	Phone Box Near Richmond Heights Queens Road Clifton Bristol Application for prior notification of proposed development by telecommunications code system operators: - Call Box Appeal against refusal Delegated decision	Appeal dismissed 08/08/2018
77	Central	Phone Box Near Costwold Outdoor Union Street Bristol BS1 2LA Application for prior notification of proposed development by telecommunications code system operators: - Call Box Appeal against refusal Delegated decision	Appeal dismissed 08/08/2018
78	Central	Phone Box Near Brewers Fayre Broad Weir Bristol BS1 2NT Application for prior notification of proposed development by telecommunications code system operators: - Call Box Appeal against refusal Delegated decision	Appeal dismissed 08/08/2018
79	Central	Phone Box Near Horizon Broad Weir Bristol BS1 3DJ Application for prior notification of proposed development by telecommunications code system operators: - Call Box. Appeal against refusal Delegated decision	Appeal allowed 08/08/2018
80	St George Central	97 Two Mile Hill Road Bristol BS15 1BL Erection of detached building containing two maisonettes, with landscaping, bin and cycle storage. Appeal against refusal Delegated decision	Appeal allowed 14/08/2018
81	Eastville	Rockfold Bell Hill Bristol BS16 1BE Widen the vehicular access onto Bell Hill (Classified 'B' road) by removal of the front boundary wall and partial demolition of front garden walls, and creation of an additional, off-street parking space in the garden. Appeal against refusal Delegated decision	Appeal allowed 06/09/2018
82	Eastville	Rockfold Bell Hill Bristol BS16 1BE Demolition of front boundary wall and parts of front garden walls in order to widen the vehicular access onto Bell Hill and create an additional, off-street parking space in the garden. Build new wall to rear of proposed parking area. Appeal against refusal Delegated decision	Appeal allowed 06/09/2018

83	Clifton Down	23A Elgin Park Bristol BS6 6RX Proposed single storey, rear extension and excavation of rear lightwell to facilitate conversion of basement to additional accommodation. Appeal against refusal Delegated decision	Appeal dismissed 14/09/2018
84	Horfield	38 Luckington Road Bristol BS7 0US Proposed rear extension, part two storey and part single storey new build. Appeal against refusal Delegated decision	Appeal allowed 16/08/2018
85	Clifton	14 Canynge Square Bristol BS8 3LA Replacement attic stair, removal of partition, new roof lights, new en suite bathroom. Appeal against refusal Delegated decision	Appeal allowed 17/09/2018
86	Cotham	Basement Flat 32 Cotham Road Bristol BS6 6DP Rearrangement of space uses and inclusion of 2 existing (but unused) rooms in the under-croft in the front garden. Appeal against refusal Delegated decision	Appeal dismissed 12/09/2018
87	Cotham	Basement Flat 32 Cotham Road Bristol BS6 6DP Rearrangement of space uses and inclusion of 2no.existing (but unused) vaulted rooms in the under-croft in the front garden. Appeal against refusal Delegated decision	Appeal dismissed 12/09/2018
88	Bishopston & Ashley Down	138 Longmead Avenue Bristol BS7 8QQ Single storey rear L shaped extension. Appeal against refusal Delegated decision	Appeal allowed 04/09/2018
89	Westbury-on-Trym & Henleaze	54 Abbey Road Bristol BS9 3QW Single storey side extension. Appeal against refusal Delegated decision	Appeal allowed 04/09/2018

DEVELOPMENT CONTROL COMMITTEE B

26th September 2018

REPORT OF THE SERVICE DIRECTOR - PLANNING

LIST OF ENFORCEMENT NOTICES SERVED

Item	Ward	Address, description and enforcement type	Date issued
1	Ashley	Land Adjacent To 20 Belvoir Road Bristol Untidy site/land.	05/09/2018
2	Brislington West	6 Braikenridge Road Bristol BS4 3SW Without the grant of planning permission the unauthorised alteration to the scale and form of the roof over the pre-existing side extension and the insertion of a side and rear dormer extension. Not in accordance with permission 16/02958/H. Enforcement notice	04/09/2018
3	Central	Marlborough House Marlborough Street City Centre Bristol BS1 3LT Work on site in breach of terms of construction environment management plan approved under terms of condition 6 of planning permission 17/05962/F (which consented redevelopment to student accommodation). Breach of conditions notice	11/09/2018
4	Eastville	8 Argyle Street Eastville Bristol BS5 6PF Without planning permission the conversion of building to four separate residential units. Enforcement notice	05/09/2018
5	Frome Vale	802 Fishponds Road Fishponds Bristol BS16 3TE Erection of structure to rear of shop without planning permission. Enforcement notice	21/08/2018

Deviation from approved scheme depicted -
condition 8 [which lists approved plans] in that
windows not fixed and obscured glazed and
subsequent breach of condition 7 (which controls
installed windows) of planning permission
16/02205/F (which consented a two storey building)
Breach of conditions notice

Development Control Committee B 26 September 2018

Report of the Service Director - Planning

Index

Planning Applications

Item	Ward	Officer Recommendation	Application No/Address/Description
1	Brislington East	Grant	18/03879/F - St Annes House St Annes Road St Annes Bristol BS4 4AB Partial change of use from council offices to temporary emergency hostel accommodation, together with associated communal facilities and services to 1st April, 2020 (Sui Generis)
2	Redland	Grant	18/03500/F - Ground Floor Flat 7 Belvedere Road Bristol BS6 7JG Extension of existing basement level to create enlarged single residential dwelling (use class C3)
3	Hotwells & Harbourside	Grant	18/02968/X - Avon Crescent Bristol BS1 6XQ Application for variation of a condition No. 15 (List of Approved Plans) following grant of planning permission 16/05853/X.

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v5.0514

Development Control Committee B – 26 September 2018

ITEM NO. 1

WARD: Brislington East **CONTACT OFFICER:** Peter Westbury
SITE ADDRESS: St Annes House St Annes Road St Annes Bristol BS4 4AB

APPLICATION NO: 18/03879/F Full Planning

DETERMINATION DEADLINE: 20 September 2018

Partial change of use from council offices to temporary emergency hostel accommodation, together with associated communal facilities and services to 1st April, 2020 (Sui Generis)

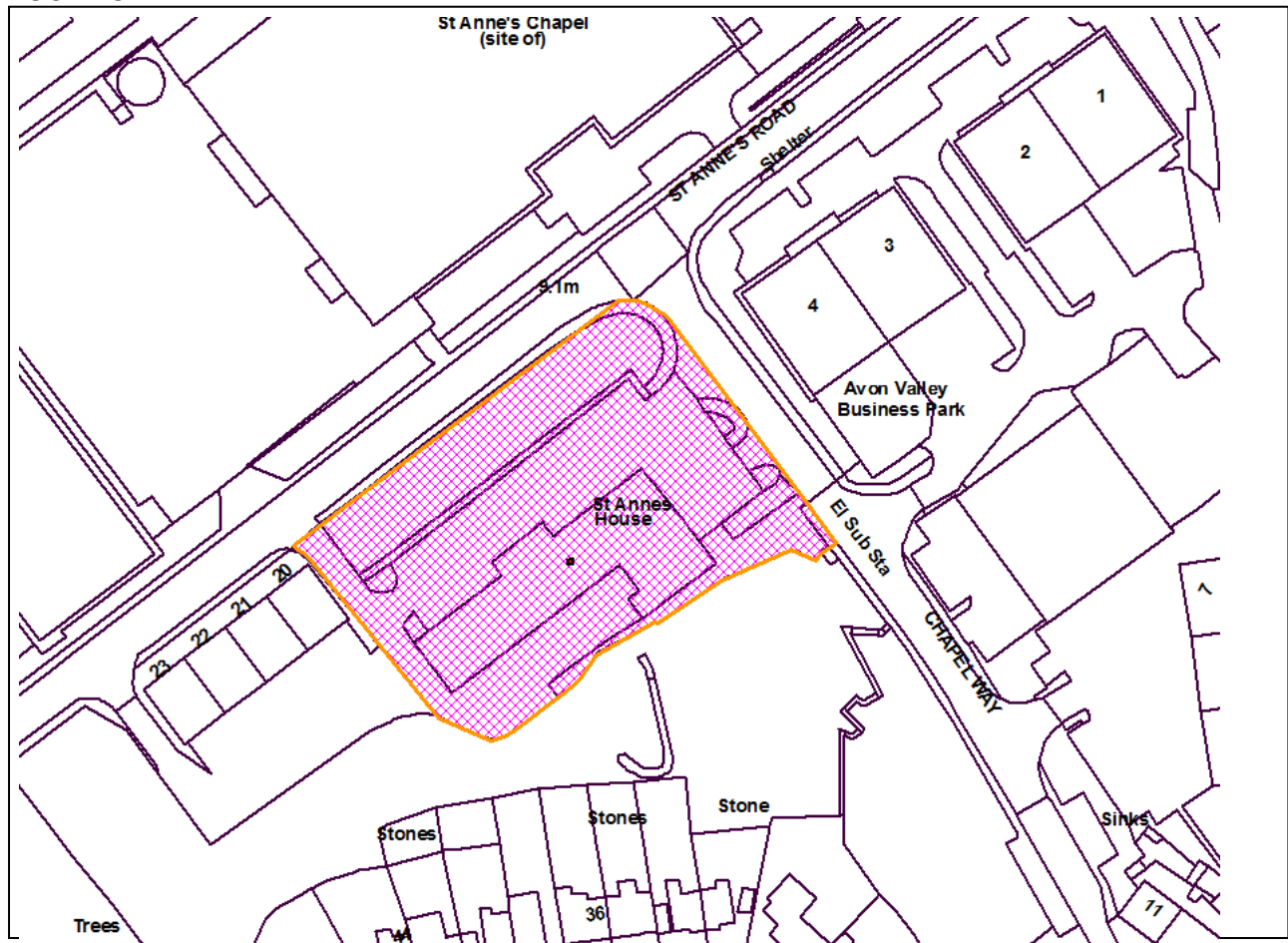
RECOMMENDATION: Grant subject to Condition(s)

AGENT: Origin3
 Tyndall House
 17 Whiteladies Road
 Clifton
 Bristol BS8 1PB

APPLICANT: St. Mungos
 3 Thomas More Square
 Tower Hill

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

LOCATION PLAN:



Development Control Committee B – 26 September 2018**Application No. 18/03879/F : St Annes House St Annes Road St Annes Bristol BS4 4AB****BACKGROUND**

This application is brought to Committee at the request of Councillor Langley on account of the level of objections from the public and the lack of notice to residents.

This is an application for temporary emergency accommodation for the homeless in the former Council Offices at St. Anne's House. In support of the application, the applicants have indicated that the application proposal is a key milestone of The Shelter Programme for both St Mungo's and Bristol, as it will be the first 24-hour shelter available within the city. The Shelter Programme, launched in 2015, currently has 4 night shelters and an additional temporary winter shelter which operates during the coldest period. There will be sufficient space for 30 residents.

It is noted that Bristol itself faces an increasing number of people sleeping rough, in addition to increasing pressure on demand for housing and supported accommodation. Government statistics on a 'snapshot night' in autumn 2017 found 86 rough sleepers within Bristol (+16% on 2016), the sixth highest number of rough sleepers across local authorities in England, including the London Boroughs (MHCLG, February 2018).

Full details of the application proposal are set out below.

SITE DESCRIPTION

The application site has an area of approximately 0.47 hectares. The area immediately surrounding the site is an employment area comprising a mixture of office and industrial uses. The closest residential accommodation is two storey accommodation on Woodside Road, which is set at a higher level than St. Anne's House and is screened by an established woodland.

Access to the site is gained from both Chapel Road and St Anne's Road in the St Anne's area of the city. The site is occupied by St Anne's House, a 3 storey building formerly used as Bristol City Council offices which is now vacant. A row of trees is situated along the north boundary of the site fronting St. Anne's Road.

The closest residential properties are in Woodside Close to the south of the site. St Anne's House is surrounded predominantly by light industrial uses, with residential uses to the south beyond the wooded area.

To the south of the site is a mature wooded area beyond which is residential accommodation in Woodside Road. To the west is the Avon Valley Business Park.

The site is located within the Avon Valley Conservation Area.

St. Anne's House is predominantly in Flood Zone 1 but parts of the application site is located in Flood Zones 2 and 3.

Flood Zone 1 with a low probability of flooding and the land surrounding the site is in both Flood Zones 2 and 3. Flood Zone 3 comprises land assessed as having a 1 in 100 or greater probability of river flooding or a 1 in 200 or greater probability of flooding from the sea in any year. The area within the application site designated as Flood Zone 3 is land to the east of the main building on the site. It also includes Chapel Way and the Avon Valley Business Park.

RELEVANT PLANNING HISTORY

There is no relevant planning history.

Development Control Committee B – 26 September 2018**Application No. 18/03879/F : St Annes House St Annes Road St Annes Bristol BS4 4AB****APPLICATION DETAILS**

This is an application for full planning permission for the temporary use of part of St Anne's House as a hostel for the emergency housing of the homeless. If Members are minded to grant permission, the temporary permission will run between 1st October 2018 and 31st March 2019 and 1st October 2019 and 31st March 2020. This application includes no indication that it would be open during the other months of 2019.

This application includes no alterations to the external fabric of the building and minimal internal alterations to create a mixed dormitory and female dormitory (with separate access) and dining/living accommodation at ground floor level.

The shelter will be operated by St Mungo's who are a national charity that offer support and services to the homeless across the country. Two members of staff will be on duty at all times. However there will be frequent occasions when more staff and also volunteers will be present in addition to the two staff.

A maximum of 30 service users will be supported within the shelter at any one time. The office space above available to be used as co-working area (no changes will be made to the first floor). The second floor would not be used as part of the hostel and does not form part of the application proposal.

The existing ground floor kitchen, washing, and toilet facilities will be used. No alterations will be made to these facilities.

Additional cookers may be installed in the existing kitchen. However this is already equipped with microwave ovens and refrigerators. A washing machine will also be installed in a room with appropriate hook-up on the ground floor adjacent to the shower area.

The current open-plan office space will be divided by a new interior wall which will create two dormitories and allow for a smaller single-sex female dormitory to be located separate to the larger mixed dormitory.

In advance of the shelter being brought into use, St Mungo's have indicated that all required surveys and risk assessments will be undertaken including fire risk and asbestos surveys.

EQUALITIES ASSESSMENT

The public sector equalities duty is a material planning consideration as the duty is engaged through the public body decision making process.

"S149 of the Equalities Act 2010 provides that a public authority must in the exercise of its functions have due regard to:

- (a) eliminate discrimination, harassment, victimisation and any other conduct prohibited under the Act
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- (c) foster good relationships between persons who share a relevant characteristic and those who do not share it."

During the determination of this application due regard has been given to the impact of the scheme upon people who share the protected characteristics of age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. In their assessment of these applications your officers are satisfied that any adverse impacts can be addressed and mitigated through the detailed design of the buildings and the imposition of appropriate conditions.

Development Control Committee B – 26 September 2018**Application No. 18/03879/F : St Annes House St Annes Road St Annes Bristol BS4 4AB****RESPONSE TO PUBLICITY AND CONSULTATION**

Neighbouring properties were consulted as part of the statutory consultation process which ran between.

At the time of the preparation of the report 151 representations had been received making the following comments.

Objections to the Application

132 representations make comments objecting to the application. The following is a summary of the comments received:

Principle of Development (Key Issue A)

- This is the wrong location for a hostel - "I would like to state that I support the principle and cause of supporting the homeless, however, I have great concerns over the suitability and sustainability of this particular proposal."
- The application site is isolated from local services.
- There is already a hostel in the area at Wick House.
- "The building was used as a business function, removing the potential for future jobs could be detrimental to the local economy and area."
- It is incorrect to describe the application site as being in a non-residential area.
- Design: "There will need to be sufficient toilet and shower facilities with laundry provision, all of which will need suitable ventilation. Internal features will need changing to allow cooking for a larger number of people on a more commercial and regular basis with sufficient provision for the extraction of fumes"
- Design: Concern about local residents passing the ground floor residential accommodation to access community facilities at first floor level.
- GP services are already limited.
- St Anne's is an area which has become "a forgotten district".

Detrimental impact on surrounding residential amenity (Key Issue B)

- Concern that the building is situated in a "quiet and predominantly residential" area of the city. "Are there not more suitable locations elsewhere?"
- Concern about how users of the hostel will stay busy during their stay.
- "an area we already have taken our fair share of homeless people with associated problems (currently approx 90 people in residence at Wick House which this year was found to have illegally doubled in size). Crime is inevitable where drugs and alcohol are misused and I think this ill thought out"
- "How exactly are these people going to get from St. Anne's Park to the city centre, if they need medical aid? One might assume that they will seek to use the bus service, with a bus shelter conveniently located down the road from St. Anne's House. I have little doubt that this will become a likely spot for people begging,"
- "Some homeless people state they feel threatened sleeping in these houses themselves. So if they're scared I don't want this type of personality around myself, family or friends."
- Concern that the proposal will harm local business.
- Concern that there will be absolutely no benefit to the community from this development.
- The homeless are responsible for daily issues including "open drug taking, violence, theft, anti-social behaviour, overdoses and many other things that can have a hugely traumatic effect on people who are not used to seeing them."
- Concern about personal safety - "I would be scared to go to work if this were allowed to happen".
- Concern about highway safety - St Anne's Road is a long dark road frequently trafficked by heavy goods vehicles making deliveries to the industrial estate - "There is nothing in the

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- application to suggest any consideration has been given to how residents of the hostel or indeed other road users will be kept safe."
- Concern about noise: For example concern is expressed about the impact of dogs "barking and fighting at all hours".
 - Concern about odour from dogs.
 - Concern about asbestos.
 - Concern that building work has already started.
 - Concern that the proposal will result in a loss in value of surrounding residential property.
 - Concern that the application proposal will harm the woodland to the rear of the building.
 - Concern about the impact on the habitat and wildlife in the immediate area, specifically bats, which are a protected species..
 - Dogs are to be allowed which will harm the woodland.
 - St Anne's Woods is of course also a site of historical importance.
 - The wooded area is used by the community.

Concern about the operation of the hostel

- Concerned that female residents would need to walk through a male dormitory to get to the bathroom.
- Using container accommodation on the site should be considered.
- Lighting nearby should be improved.
- "The planning authority request Bristol City Council housing department to confirm in writing to the planning authority that a breach of the planning conditions will be considered a breach of the management agreement that will be entered into between Bristol City Council housing department and St Mungo's (or the relevant management agency)."

Concern about the lack of consultation

- Concern has been expressed that surrounding residents have not been consulted:

"I think that the Council should have made more effort to consult local people; if it had done that, many of the objections could have been avoided."

"Can it be noted that it is only by chance that I found out about the proposals in August from another local resident. Not once has this address been in receipt of any notification during that time, and nor have I seen any notices in the local area aside from those produced by concerned residents - this lack of communication is simply not good enough."

"I feel the planning application has been completely rushed through without full and proper consultation with the surrounding neighbourhood."

Officer Note: Alongside the statutory planning consultation process, the applicants have sought the views of local residents by way of various public meetings. 134 surrounding properties were consulted by the Local Planning Authority on 20th August for the statutory period of three weeks to 10th September 2018.

It is acknowledged that the Council's computer system was down for 4 days? during this three week consultation period, however comments were accepted following the 10th September deadline.

Representations received in support of the application

19 representations have been received indicating support for the application. The following is a summary of the comments received:

- "I live in the local area, only a short walk from the premises. I am in favour of the proposal to use the building to support homeless people in Bristol."

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- We need more temporary accommodation in the city.
- This would be a good use of a large empty council building and I would like to help as a volunteer.
- "I know there will be concerns about the use of the building but with help from the community, the council, and St Mungo's, perhaps we can help end homelessness in Bristol and make this a positive experience for everyone."
- "I liked the way that homeless people would be given specialist support on site and not just a bed. Although many people living nearby have voiced opposition to the proposal, I believe that many of these objections are based on misconceptions. So long as the shelter is well managed and local people have an opportunity to inform the managers of any problems as they arise, the shelter should be a valuable resource."
- "I have personal experience of setting up and managing similar services in other cities in the South West of England. I can attest that whilst there is often concern from neighbours about the setting up of a hostel for homeless men and women, once the hostel is running and being managed properly the real level of impact on the immediate community is very limited."
- "It fulfils the mayors priority of looking after our most vulnerable citizens in our city."
- "We have to do something NOW to stop anybody rough sleeping on the streets of Bristol. This is not the solution long term but a temporary measure for now."
- "It was about time that the Council did something to tackle the issue of homelessness. After all, we all are 2 or 3 pay packets away from the streets"

INTERNAL CONSULTATION**BCC TRANSPORT DEVELOPMENT MANAGEMENT**

In terms of vehicle movements the proposal is unlikely to result in a significant increase in vehicle movements on the next network. In fact it is likely that it would result in a reduction of movements when compared to the existing office use.

TDM envisage that they would be some element associated with the members of staff. Although the submitted information doesn't provide sufficient detail on how many staff there will be site at any one time.

The proposal will utilise the existing car park associated within the building which would have sufficient capacity to accommodate the proposed staff levels. However the applicant should also make provision for sustainable transport methods. The site falls below the thresholds for a Travel Plan, however the applicant should at least provide details of bus timetables etc. Furthermore we would expect the applicant to provide safe and secure cycle parking for staff at the site. The actual amount will need to be agreed and would be dependent on the proposed use class. However this information can be conditioned.

To conclude the proposal is unlikely to result in a significant increase in vehicle movements when compared to the previous use whilst we are satisfied that suitable parking has been provided on the site. However the applicant would need to provide alternative sustainable transport methods for the staff at the site to reduce the need of the private car. This includes the provision of cycle storage at the site.

Therefore TDM raise no objection to this proposal and if permission were to be permitted we would require the following condition to be attached.

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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This application is for a change of use (with no alteration to the building) and does not appear to involve the addition of any new external lighting. The building has negligible potential to support roosting bats. Accordingly I do not consider that bat survey is required in this instance.

ODPM Circular 06/2005, Para 99 states (with my emphasis added in italics):

"It is essential that the presence or otherwise of protected species, and the extent that they may be affected by the proposed development, is established before the planning permission is granted, otherwise all relevant material considerations may not have been addressed in making the decision. The need to ensure ecological surveys are carried out should therefore only be left to coverage under planning conditions in exceptional circumstances, with the result that the surveys are carried out after planning permission has been granted. However, bearing in mind the delay and cost that may be involved, developers should not be required to undertake surveys for protected species unless there is a reasonable likelihood of the species being present and affected by the development. Where this is the case, the survey should be completed and any necessary measures to protect the species should be in place, through conditions and/or planning obligations, before the permission is granted."

The listed criteria which the applicant quotes for when a bat survey should be undertaken are stated on the guidance document to be indicative only. Please also note that the latest guidance is as follows - bat surveys should be carried out in accordance with the Bat Conservation Trust, Bat Surveys for Professional Ecologists Good Practice Guidelines, Third Edition (2016).

I have no further comments on this application.

Officer Note: Following on from the receipt of these comments, the Case Officer sought confirmation that the lighting of the building would not have any harmful impact on bats.

The Council's Ecologist made the following comments:

"Provided that we are talking purely about the use of existing lighting within the building (and not new external lighting) any impacts are likely to be negligible especially since there is a car park at the rear of the building between the building and woodland (except in the south-east corner of the building)." Existing lighting will be utilised for this emergency accommodation.

RELEVANT POLICIES

National Planning Policy Framework – July 2018

Bristol Local Plan comprising Core Strategy (Adopted June 2011), Site Allocations and Development Management Policies (Adopted July 2014) and (as appropriate) the Bristol Central Area Plan (Adopted March 2015) and (as appropriate) the Old Market Quarter Neighbourhood Development Plan 2016 and Lawrence Weston Neighbourhood Development Plan 2017.

In determining this application, the Local Planning Authority has had regard to all relevant policies of the Bristol Local Plan and relevant guidance.

KEY ISSUES

(A) IS THE APPLICATION PROPOSAL ACCEPTABLE IN PRINCIPLE?

There are three key factors which determine whether this application is acceptable in principle:

- (1) The application site is located within the St. Anne's Conservation Area.
- (2) Part of the application (but not the building itself) is located within Flood Zones 2 and 3.
- (3) The application site is designated within a Principal Industrial and Warehousing Area (PIWA).

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Alongside this, although outside the application site, the land to the south of the site is a wooded area which is designated as a Site of Nature Conservation Interest. Particular concern has been expressed about the impact of any use of St. Anne's House on this wooded area. Policy DM19 states that development which would have a harmful impact on the nature conservation value of a Site of Nature Conservation Interest will not be permitted. Given the scale of the development involved, it is considered that it would not have any significant harmful impact that would warrant refusal of the application. This is confirmed by the Council's Ecologist.

Impact on the St. Anne's Conservation Area

The application proposal will have no harm on the St Anne's Conservation Area. Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990 requires local planning authorities to pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area. The case of *R (Forge Field Society) v Sevenoaks DC* [2014] EWHC 1895 (Admin) ("*Forge Field*") has made it clear where there is harm to a listed building or a conservation area the decision maker "must give that harm considerable importance and weight." As the application proposal involves no alteration to this building it would have a neutral impact on the Conservation Area and therefore no harm to the Conservation Area.

Impact of Flood Zone designation

St. Anne's House is predominantly located in Flood Zone 1 with a low probability of flooding and the land surrounding the site is in both Flood Zones 2 and 3. Flood Zone 3 comprises land assessed as having a 1 in 100 or greater probability of river flooding or a 1 in 200 or greater probability of flooding from the sea in any year. The area within the application site designated as Flood Zone 3 is land to the east of the main building on the site. It also includes Chapel Way and the Avon Valley Business Park.

In support of their application, the Applicants have submitted a Flood Risk Assessment. This notes that there will be no change to the area of the site which is within Flood Risk Zones 2 and 3. The temporary application proposal is therefore regarded as acceptable.

Impact on the Principal Industrial and Warehousing Area (PIWA)

Paragraph 38(6) of the Planning and Compulsory Purchase Act 2004 states that if regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.

In this case, the plan policy identifies the application site as being within a Principal Industrial and Warehousing Area (PIWA) where Policy DM13 of the Bristol Local Plan states the following uses will be acceptable:

- Industrial or commercial training facilities;
- Community facilities;
- Specialised leisure uses which cannot be accommodated in centres because of their scale and / or operational impacts;
- Essential public utilities development; and
- Ancillary facilities and services which support the functioning of the Principal Industrial and Warehousing Area including child care facilities, small-scale retail uses, sandwich shops and cafés.

The Policy continues that development involving the loss of industrial and warehousing floor space within the PIWA will not be permitted unless there is no demand for the use of the existing premises or the function or viability of the rest of the PIWA.

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No evidence has been supplied by the applicant to support the loss of this site within the PIWA to a hostel. The application proposal must therefore be regarded as being contrary to Local Plan policy. In accordance with national legislation there is therefore a requirement to consider whether there are material considerations to indicate otherwise and allow Officers to make a positive recommendation.

It is considered that there are clear material considerations to outweigh the policy consideration:

1. The proposed use is temporary. Therefore the potential for the ground floor application site to continue as one of the uses listed in Policy DM13 (set out above) after March 2020 is unchanged. A new planning permission would be required for the use for this emergency accommodation to be extended beyond this date.
2. As the application proposal is for emergency residential accommodation on the ground floor there is the potential that one of the DM13 uses could operate within other parts of the building.
3. No significant alterations are made to the building and therefore the building could be easily reverted to a DM13 use at a later date. There are no changes being made to the building that would prevent it from being brought back into a policy compliant use at a later date.
4. This is emergency accommodation will meet an identified need for a specified period of time. The applicants have indicated that there is an immediate urgent requirement for this provision through the winter months.

It is concluded that an exception can be made to Development Plan Policy for this temporary period and the application proposal can be regarded as acceptable in principle.

(B) WOULD THE APPLICATION PROPOSAL HAVE A DETRIMENTAL IMPACT ON AMENITY?

While there are clear material considerations that outweigh the temporary loss of PIWA land for this emergency accommodation that overcome the policy consideration, it is clear that there is considerable concern amongst local residents about the impact of the application on amenity, particularly residential amenity. These concerns are summarised above.

It is considered that with proper management the application proposal will not have a detrimental impact on residential amenity. Representations received express concern that the proposed temporary use will not be managed properly and that as a result there will be crime and anti-social behaviour which will have a detrimental impact on the amenity of the area.

There are limits to the powers that the Local Planning Authority has to control these matters. There is, for example, nothing in planning law that would allow a planning permission to include conditions which determine who can or cannot stay at the hostel. However, in response to the concerns received Officers have sought the advice of St Mungo's and can advise Members accordingly:

- Each potential occupant is assessed on an individual basis by a specialist outreach worker. They assess people's manageable level of risk, taking into account the combination of strengths and needs and those of other people living in the shelter.
- Each potential occupant would need to be able to stick to the rules of the project including behaviour in the locality, which will be co-produced between service users, the local community, Bristol City Council, other shelter providers and St Mungo's.
- If the shelter is offering accommodation during the winter months, people will come to stay. St. Mungo's will be offering in house services including health and employment offers.

- In respect of concern about noise, the site will be subject to Environmental Health legislation as any other premises in the city. However, in respect of dogs, St. Mungo's have indicated that:

"St Mungo's has established working relationships with various animal charity partners including the
17-Sep-18

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Dogs Trust. There will be a maximum of three dogs allowed in the shelter at any one time - three dogs in total, not three dogs per resident. People living in the shelter will have rules specific to their pets, including their use of the locality. Failure to comply with these will put their stay in the shelter at risk."

- St Mungo's has indicated that it has "robust policies around the management of risk and acceptable behaviour within their projects. House and locality rules at St Anne's will be clear. Sanctions are decided on by the local staff team in discussion with the victims of any incident and the perpetrator."

- St. Mungo's have indicated that there is a homeless health service operating in the city and that they will be discussing having nursing on site and ensuring prescribing of medication is joined up with local pharmacies if required. We anticipate limited additional impact, based on our experience of running existing shelters in the city. Again this is short stay accommodation and registering people with GPs local to St Anne's in vast majority of cases won't make sense for the individual. The Officer site visit revealed that the building already has a medical room.

With measure in place for the management of the site, your Officers are satisfied that planning permission can be recommended for the two periods to the end of March 2020. However, it is considered to be reasonable for the recommendation to include a requirement for an update report be presented to the Local Planning Authority after the first winter (October 2018 to April 2019) to confirm how the use has operated and to see whether there are any lessons can be learned for the second winter (October 2019 to April 2020). St. Mungo's have indicated that they would be supportive of this.

CONCLUSION

Temporary planning permission for two separate periods of 1st October 2018 to 31st March 2019 and 1st October 2019 to 31st March 2020 is recommended.

RECOMMENDED GRANTED subject to condition(s)**Time limit for commencement of development**

1. The ground floor and first floor of the application site shall be available for use as an emergency hostel between 1st October 2018 and 31st March 2019 and 1st October 2019 and 31st March 2020 and at no other time.

Reason: In the interests of confirming that the proposed development is for temporary emergency accommodation.

Pre commencement condition(s)

2. 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.

Post occupation management

3. Between 1st April 2019 and 1st October 2019, the Applicants (or their successors) shall present a report to the Local Planning Authority setting out how the use has operated between 1st October 2018 and 31st March 2019. It shall include details of how many people have occupied the use, how much management has been in place and shall indicate whether there have been any complaints and how they have been addressed.

Reason: In order to determine whether any lessons need to be learnt for the second opening period (1st October 2019 to 31st March 2020)

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List of approved plans

4. 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.

Outline floor plans, received 26 July 2018
9092_A_XX-P-B Floor plan, received 26 July 2018
N4897A Location plan, received 26 July 2018

Reason: For the avoidance of doubt.

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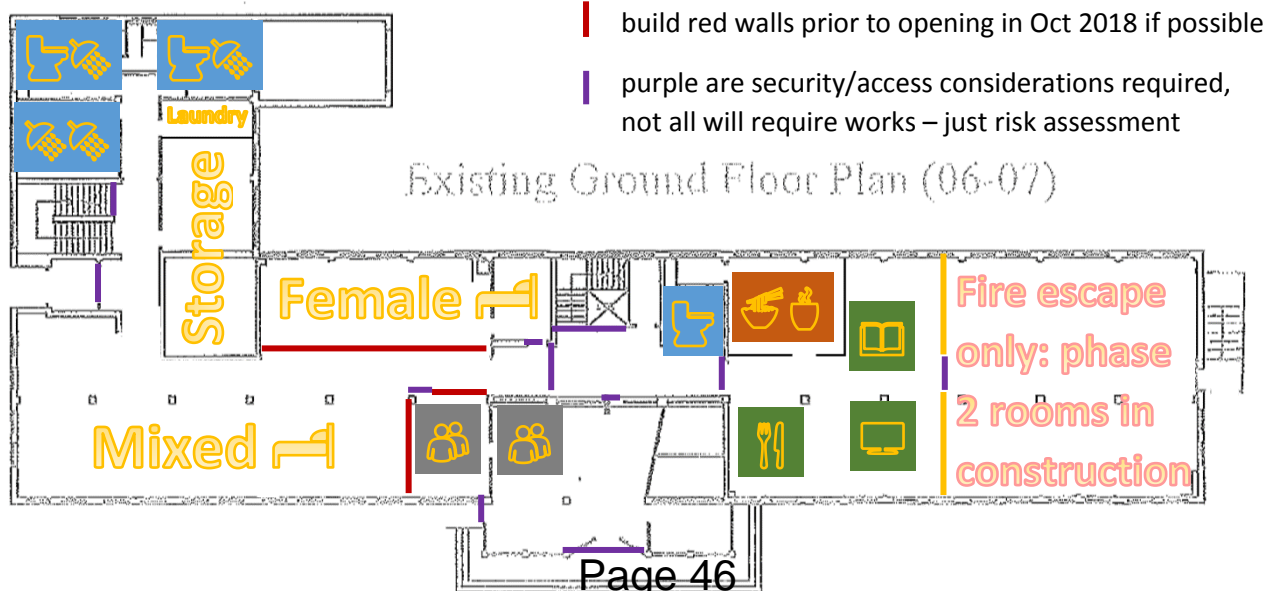
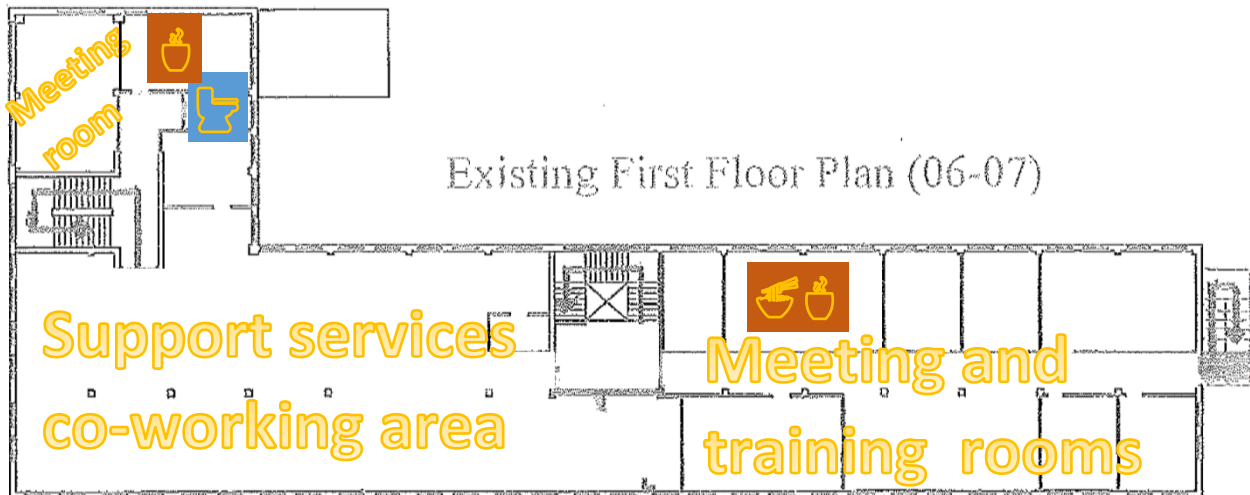
Supporting Documents

1. St Annes House St Annes Road St Annes Bristol BS4 4AB

1. Proposed floor plans
2. Photos of St Anne's House

St Anne's House

Outline floor plans for phase 1 initial usage





Existing Ground Floor Kitchen.



Existing showers on Ground Floor



Ground floor proposed mixed dormitory.



Ground Floor Female Dormitory



Wooded area to the rear of the site facing residential properties in Woodside Road

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ITEM NO. 2

WARD: Redland **CONTACT OFFICER:** David Macfadyen

SITE ADDRESS: Ground Floor Flat 7 Belvedere Road Bristol BS6 7JG

APPLICATION NO: 18/03500/F Full Planning

DETERMINATION DEADLINE: 28 September 2018

Extension of existing basement level to create enlarged single residential dwelling (use class C3)

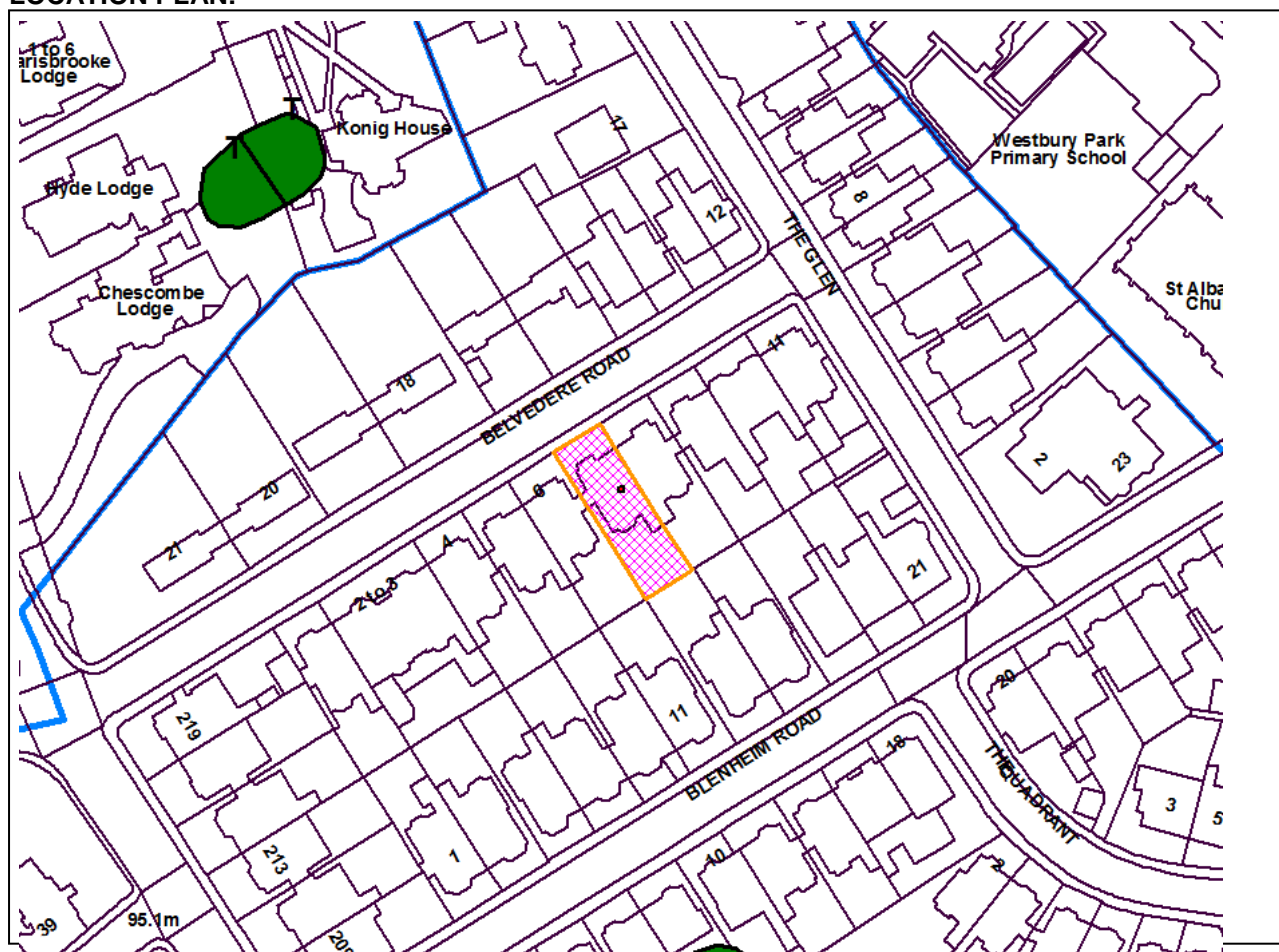
RECOMMENDATION: Grant subject to Condition(s)

AGENT: OXF Architects
4 Bruton Place
Bristol
BS8 1JN

APPLICANT: Mr J Baryah
4 Bruton Place
Clifton
Bristol
BS8 1JN

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

LOCATION PLAN:



Development Control Committee B – 26 September 2018**Application No. 18/03500/F : Ground Floor Flat 7 Belvedere Road Bristol BS6 7JG****SUMMARY**

The application is presented for determination by Committee following referral by Councillor Fodor, Ward member for Redland. The application also received 30 objections following public consultation.

A significant component of objections and the referral by Councillor Fodor related to the potential for the building to be used as a care home (use class C2). This is on the basis the applicant is understood to own the neighbouring site, which is in use as a care home and has previously sought planning permission to convert this site to form part of the adjacent care home.

It is however highlighted that the application before Committee seeks planning permission for the extension of the existing basement level to create an enlarged single residential dwelling (use class C3). No change of use to a care home is proposed under the current application. The application cannot be assessed on the basis of anything other than the current proposals. No external alterations are proposed to the building. Given the subterranean nature of the basement extension, there will be minimal and negligible impact to the appearance and character of the building, street and surrounding conservation area. In terms of impact to neighbouring living conditions and amenity, the proposed use (residential) would be compatible with the existing use of the site and neighbouring sites. No overshadowing, loss of light or loss of outlook would be caused.

It is recognised that subterranean development can be particularly intensive and resultantly disruptive to neighbours during construction. It is acknowledged that this has recently been an issue locally with development of a basement extension to the adjacent nursing home. The construction method proposed in this instance stands to be less intensive and disruptive however utilising handheld equipment rather than large free standing machinery given the contained nature of the site and location of the area proposed for excavation. The Local Planning Authority would also seek to utilise conditions attached to any eventual consent to ensure working hours are reasonable and limit the impact to neighbouring properties. There will inevitably be some disturbance to neighbours during construction however this can be minimised if managed correctly. Any disturbance arising from construction would be for a temporary period which would not warrant the refusal of planning permission.

It is the conclusion of Officers that the development is in accordance with all relevant planning policy. Review of all relevant material considerations has not presented any issues which would warrant refusal. Consequently, the report beneath concludes in the recommendation to Members that planning permission be granted subject to safeguarding conditions.

SITE DESCRIPTION

The site is located to the southern side of Belvedere Road, Westbury Park and relates to a three storey plus basement semi-detached building which has been subdivided to form three self-contained flats. The site is rectangular in shape with the building positioned to the north with a small front garden before the street.

The current application specifically relates to the ground floor flat which is a maisonette comprising ground and basement levels. The building includes a two storey bay window to the front which is dressed with stucco details. Above this at roof level is a street facing gable roof feature. The main roof is hipped and clad with concrete tiles. The front and western side elevation are built with pennant stone and the rear is finished with render. The site is located within The Downs Conservation Area.

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The neighbouring semi-detached property (8 Belvedere Road) is located to the east. It is highlighted that this building has been substantially extended, along with the adjacent semi-detached property further east (9 Belvedere Road) and converted to form a care home (use class C2) known as 'Glenview'. These works were originally permitted under application reference: 08/02673/F, granted permission in August 2008 and have recently been completed.

PLANNING HISTORY

Application ref:	Proposal:	Decision:
17/04752/F	Change of use from 3 x flats to a 17 x bed extension to the nursing home at 8-9 Belvedere Road. External alterations to building including rear extension and side and rear dormer roof extension.	Withdrawn – 02/11/2017
49/02356/U_U	Conversion to three self-contained flats.	Granted – 24/06/1949

APPLICATION

The application seeks planning permission for a proposed extension to the ground floor flat, specifically relating to enlargement of the existing basement level. The proposals involve excavation to increase the depth of the basement level by between 20-40cm as well as width by a maximum of 4m. The proposed basement would span the complete footprint of the existing ground floor level. The majority of the proposed excavation would be towards the party wall shared with 8 Belvedere Road. It is highlighted that 8 Belvedere Road has also been extended at basement level to the boundary. The enlarged basement would form additional residential accommodation to the existing ground floor maisonette flat. No external alterations are proposed.

COMMUNITY INVOLVEMENT

The proposed development is classed as 'Minor' development; therefore there is no requirement for the Applicant to demonstrate community engagement prior to submitting the application.

EQUALITIES ASSESSMENT

During the determination of this application due regard has been given to the impact of this scheme in relation to the Equalities Act 2010 in terms of its impact upon key equalities protected characteristics. These characteristics are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. There is no indication or evidence (including from consultation with relevant groups) that different groups have or would have different needs, experiences, issues and priorities in relation this particular proposed development. Overall, it is considered that the approval of this application would not have any significant adverse impact upon different groups or implications for the Equalities Act 2010.

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RESPONSE TO PUBLICITY AND CONSULTATION

36 neighbouring properties were directly consulted in relation to the application. A site notice and press advert were also published, along with the application being listed on the planning section of the Council website.

The deadline for comments was 3rd September 2018.

A total of 30 responses were received in objection to the proposed development.

- The content of objections are summarised as follows:
- *Noise, disturbance, dirt, dust and other pollution during construction at other sites on the street*
- *Damage to neighbouring properties during and as a result of construction works*
- *Impact to the foundations and structure of adjacent properties*
- *The development will affect the look and feel of the road*
- *Previous development at other sites has resulted in closure of the road for 18 months which was frustrating for residents*
- *Heritage Statement document title has resulted in confusion as to what the enlarged basement would be used for*
- *This work may be a precursor to future applications to incorporate No.7 within the adjacent care home at Nos. 8 and 9*
- *Objections raised in relation to the previous application (17/04752/F) should be taken into account*
- *Impact of construction noise to residents at the existing care home at Nos. 8 and 9*
- *Disregard for planning regulations demonstrated by the developer at other sites on the street*
- *Issues with the scope and timing of consultation by the Council*
- *Object to additional care homes on the street*

COUNCILLOR CORRESPONDENCE

The application has been referred to Committee for determination by **Redland ward Councillor Fodor**. The reason for referral was as follows:

"I am calling this in line with the wishes of many residents and wish to ensure the cumulative impacts of the change of use of this residential street from housing into a series of Care Homes be considered at committee. While this is ostensibly a basement excavation the changes of use past and proposed would lead to a permanent increase in traffic and parking problems in a street unable to cope (and already subject to significant overspill parking from RPS areas nearby). The traffic implications of the deliveries, staff, emergency vehicles and visitors to the care home needs to be considered. There will be additional noise and disturbance from the

Development Control Committee B – 26 September 2018**Application No. 18/03500/F : Ground Floor Flat 7 Belvedere Road Bristol BS6 7JG**

operation of this business in a residential street. The impacts on heritage in the conservation area are also grounds for concern. In addition the construction traffic impacts, noise and dust, will be a problem. I therefore ask for it to be considered at committee if it is to be recommended for approval".

CASE OFFICER RESPONSES

It is highlighted that this application relates only to planning permission for extension of the existing flat at basement level and no change of use of the building. The previous application (17/04752/F - Withdrawn, November 2017) at the site which sought permission for change of use of the building to form an extension to the neighbouring care home is acknowledged. However, the scope of the current application is substantially different, including no change of use. This has been clarified by the applicant. The 'Heritage Statement' from the previous application was erroneously submitted unedited with the current application; however this has now been amended to accurately reflect the current proposal. As such, comments submitted which relate to change of use or the potential for the site to become a care home and the various issues this would create are not relevant to the current application. Also, comments submitted in relation to the previous application are not relevant given the differences between the applications. If an application was submitted for change of use of the building at a later date, this would be assessed upon its relative merits. It is worth highlighting that the previous submission to this effect was deemed unacceptable. If change of use was to take place without planning permission, this would be subject of enforcement investigation and action.

The situation in relation to the development at 8-9 Belvedere Road (now Glenview Nursing Home) is noted and the experiences of neighbours during this development appear highly unsatisfactory. It appears that the development could have been managed far better in order to minimise impact to neighbours. There are inevitable impacts of construction projects which cannot be avoided and the planning process can seek to manage and control these, however the extent of such control is limited. Refusal of planning permission on the basis of construction impacts is extremely difficult to sustain however given the temporary nature of such works. There are controls available under other legislation which allows the Local Authority to take action against or rectify unacceptable impacts of construction. Should disruptive construction works be undertaken at antisocial hours, complaints should be directed to Planning Enforcement or Pollution Control who are able to enforce under control of pollution legislation. Highways impacts of development are dealt with under highways legislation and the applicant would be referred to the Council's Highways team in the event of permission being granted. Applications for planning permission cannot be determined on the basis of compliance with separate, non-planning legislation. A full assessment of the impact of the development to neighbouring amenity will follow within the subsequent 'Assessment' section of this report.

With regards to the potential for damage to neighbouring properties, structural or otherwise as a result of development, it is highlighted that the development would be required to comply with all relevant Building Regulations. This would be certified by the separate Building Control process. Compliance with Building Regulations should ensure that construction is structurally adequate. It is noted that the applicant has submitted a Construction Statement from the project Structural Engineer (JDL Consultants Limited Civil and Structural Consulting Engineers). Ultimately, any damage to neighbouring properties as a result of construction is a civil matter between respective landowners. This is not a matter which the planning system can manage or resolve.

A detailed assessment of the acceptability of the proposed development in relation to all of the points raised following public consultation will follow in subsequent sections of this report.

Development Control Committee B – 26 September 2018**Application No. 18/03500/F : Ground Floor Flat 7 Belvedere Road Bristol BS6 7JG****RELEVANT POLICIES**

Planning (Listed Buildings and Conservation Areas) Act 1990

National Planning Policy Framework – July 2018

Bristol Local Plan comprising Core Strategy (Adopted June 2011), Site Allocations and Development Management Policies (Adopted July 2014) and (as appropriate) the Bristol Central Area Plan (Adopted March 2015) and (as appropriate) the Old Market Quarter Neighbourhood Development Plan 2016 and Lawrence Weston Neighbourhood Development Plan 2017. Supplementary Planning Document 2 (A Guide for Designing House Alterations & Extensions) (2005)

The Downs Conservation Area Enhancement Statement (1993)

In determining this application, the Local Planning Authority has had regard to all relevant policies of the Bristol Local Plan and relevant guidance.

ASSESSMENT**(A) PROPOSED USE AND IMPACT TO NEIGHBOURING AMENITY**

Section 17 of the NPPF outlines 12 'core planning principles' which should underpin both planmaking and decision-taking. One of these principles is that decision making should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

Policy BCS21 (Quality Urban Design) of the Bristol Core Strategy advocates that new development should give consideration to matters of neighbouring privacy, outlook and natural lighting.

Policy DM29 (Design of New Buildings) of the SADMP states the design of new buildings should be of high quality. To achieve this, new buildings are expected to ensure that existing and proposed development achieves appropriate levels of privacy, outlook and daylight.

Policy DM30 (Alterations to Existing Buildings) of the SADMP states that extensions and alterations to existing buildings will be expected to safeguard the amenity of the host premises and neighbouring occupiers. This will be by means of ensuring extensions would not result in harmful loss of sunlight or daylight through overshadowing of neighbours. Alterations to existing buildings should also leave sufficient usable external private space for the occupiers of the building.

The current application seeks planning permission for the proposed extension to the basement level of the existing ground floor maisonette flat to form additional residential accommodation for that flat. As such, the development does not involve any change of use and the introduction of additional residential accommodation would be of similar characteristics in terms of activity to the existing use of the site. Consequently, the proposed use is deemed compatible with the existing use of the site and appropriate for the residential area.

It is highlighted that the proposed enlargement of the existing basement would be entirely subterranean. No additional light wells are proposed or any external alterations to the building. It is also highlighted that the neighbouring property to the east (8 Belvedere Road) has been extended at basement level (Application reference: 08/02673/F, granted - August 2008). The neighbouring property to the west (6 Belvedere Road) includes a historic basement flat. As such, basements are historic features of this particular area. The proposed enlargement of the existing basement at the site would not visibly increase the mass or built parameters of the building. As such, no detrimental impact to neighbouring properties by way of loss of light, overshadowing, loss of outlook or enclosure would result. In this regard, the proposals would

Development Control Committee B – 26 September 2018**Application No. 18/03500/F : Ground Floor Flat 7 Belvedere Road Bristol BS6 7JG**

preserve an acceptable standard of amenity for adjoining occupiers.

It is recognised that subterranean construction and excavation can be particularly intensive given the requirement to remove significant quantities of earth. The disruption and impact of basement development at the adjacent site to the east (8 Belvedere Road) to neighbouring occupiers, as highlighted in consultation responses is noted. The current application is accompanied by a 'Construction Statement' which indicates that the basement will be excavated internally. This means that excavation will be completed predominantly by hand, using diamond drill (or similar) in small pieces. This differs from the construction completed at the neighbouring site where excavation was carried out externally using a hydraulic breaker fixed to an excavator. As such, the construction proposed in this instance stands to be less intensive than that completed at the neighbouring site. A condition requiring development to be completed in accordance with the supplied Construction Statement has been added to ensure the development is undertaken in the manner stated. Working hours (08:00 to 18:00 Monday to Friday and 09:00 to 14:00 Saturday) to safeguard the amenity of neighbouring occupiers will be controlled by condition. Beyond such controls, it is noted that construction would be for a temporary period and this would not result in permanent harm to the amenity and living conditions of neighbouring properties. Subject to the safeguarding conditions set out below, it is therefore concluded that the development would preserve a good standard of amenity for all existing and future occupants. This is in accordance with all relevant national and local planning policy and therefore the development is acceptable in this regard.

(B) APPEARANCE, CHARACTER & HERITAGE ASSETS

The Authority is required (under Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990) to pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area. The case of *R (Forge Field Society) v Sevenoaks DC* [2014] EWHC 1895 (Admin) ("*Forge Field*") has made it clear where there is harm to a listed building or a conservation area the decision maker "must give that harm considerable importance and weight." .

Section 12 (Achieving well-designed places) of the NPPF outlines that "The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities". Planning policies and decisions should aim to ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

Development Control Committee B – 26 September 2018**Application No. 18/03500/F : Ground Floor Flat 7 Belvedere Road Bristol BS6 7JG**

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Section 12 of the NPPF also states that "Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents".

Section 16 (Conserving and enhancing the historic environment) of the NPPF outlines that heritage assets "are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.

Paragraph 189 of the NPPF states that "In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary".

Paragraph 195 of the NPPF states that "Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a) the nature of the heritage asset prevents all reasonable uses of the site; and
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- d) the harm or loss is outweighed by the benefit of bringing the site back into use.

Paragraph 196 of the NPPF states that "Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use".

Policy BCS21 (Quality Urban Design) of the Core Strategy advocates that new development should deliver high quality urban design that contributes positively to an area's character and identity, whilst safeguarding the amenity of existing development.

Policy DM26 (Local Character & Distinctiveness) of the Site Allocations & Development Management Policies (SADMP) Local Plan outlines that all development is expected to contribute positively to an area's character and identity. The policy builds on policy BCS21 (above) by stipulating the characteristics which development should seek to respond to. General principles include:

- i. Responding appropriately to and incorporating existing land forms, green infrastructure

Development Control Committee B – 26 September 2018**Application No. 18/03500/F : Ground Floor Flat 7 Belvedere Road Bristol BS6 7JG**

assets and historic assets and features; and

ii. Respecting, building upon or restoring the local pattern and grain of development, including the historical development of the area; and

iii. Responding appropriately to local patterns of movement and the scale, character and function of streets and public spaces; and

iv. Retaining, enhancing and creating important views into, out of and through the site; and

v. Making appropriate use of landmarks and focal features, and preserving or enhancing the setting of existing landmarks and focal features; and

vi. Responding appropriately to the height, scale, massing, shape, form and proportion of existing buildings, building lines and set-backs from the street, skylines and roofscapes; and

vii. Reflecting locally characteristic architectural styles, rhythms, patterns, features and themes taking account of their scale and proportion; and

viii. Reflecting the predominant materials, colours, textures, landscape treatments and boundary treatments in the area.

The policy states that "development will not be permitted where it would be harmful to local character and distinctiveness or where it would fail to take the opportunities available to improve the character and quality of the area and the way it functions."

Policy DM30 (Alterations to Existing Buildings) of the SADMP states that extensions and alterations to existing buildings will be expected to:

- i. Respect the siting, scale, form, proportions, materials, details and the overall design and character of the host building, its curtilage and the broader street scene; and
- ii. Retain and/or reinstate traditional or distinctive architectural features and fabric; and
- iii. Safeguard the amenity of the host premises and neighbouring occupiers; and
- iv. Leave sufficient usable external private space for the occupiers of the building.

Extensions should be physically and visually subservient to the host building, including its roof form, and not dominate it by virtue of their siting and scale.

SPD2 (A Guide for Designing House Alterations and Extensions) was introduced to guide homeowners and building designers as to the design of extensions which will generally be acceptable. The document states that successful extensions should be subservient to the original house in terms of scale and positioning. Extensions should reflect the character of the property and wider area through the use of complementary design, form, building materials and windows and doors.

The unique character of the area which has warranted designation as a conservation area is described within The Downs Conservation Area Enhancement Statement. This document states of the conservation area "The Conservation Area is dominated by the Downs, an expansive plateau of open parkland, defined by the Avon Gorge and Westbury Road to the west and east with the slopes of Clifton and Stoke Bishop to the south and north. This was bought up mainly by the Wills family and laid out for the people of Bristol in the Victorian period. It is now maintained by the City of Bristol. It divides into six distinct areas". "Predominant materials in the area are characterised by the use of lias and pennant limestone rubble and render. Roofs, often

Development Control Committee B – 26 September 2018**Application No. 18/03500/F : Ground Floor Flat 7 Belvedere Road Bristol BS6 7JG**

visually dominant are of slate and tile. The elaborate boundary walls with their gate piers in ashlar stone, often with pierced arcading, are a feature of the area".

"The quality and consistency of building materials in many localities edging the Downs gives a distinctive character which is very sensitive to change and replacement. The loss of traditional boundary walls, piers and gates, to allow car parking in gardens downgrades the character of the period dwellings and their landscaped settings".

The application proposes enlargement of the existing basement to the ground floor maisonette flat. The proposed enlargement would comprise area totalling approximately 58m², contained entirely beneath the footprint of the existing building. As such, the proposed extension would wholly be within the built parameters of the existing building. Consequently, the scale of the proposed extension is found to be proportion and subservient to the scale of the overall building. It is highlighted that the extension would be entirely subterranean. Following development, there would be no perception of the enlargement from the public realm. The extension would therefore result in negligible impact to the appearance and character of the building, street or surrounding conservation area. As set out above, it is highlighted that the neighbouring property to the east (8 Belvedere Road) was granted planning permission for a basement extension of similar scale in 2008. This work has now been completed. Within this context, the proposed extension would not be out of character with other properties on the street. The proposal is not found to impinge upon important characteristics of the conservation area as described within the Enhancement Statement document. In light of the preceding assessment the proposed extension is deemed compliant with the objectives of national and local planning policy and is found acceptable on this basis.

OTHER MATTERS

It is noted that in this instance the development is a residential extension, rather than creation of an additional residential unit. As such, the development would not directly contribute to increased access or vehicular parking requirements beyond the existing level. A condition is attached to prevent subdivision of the basement to form a separate residential unit without further assessment.

The application also includes the internal lowering of the basement floor level by a maximum of 400mm. Matters regarding structural stability are not assessed by the planning process, however the agent has confirmed that the applicant has engaged the services of an engineering consultant to advise on this matter. As such the applicant is reminded by an advice attached to this permission that the onus is on them to ensure the structural integrity of the building and to apply for the relevant Building Regulations approval.

COMMUNITY INFRASTRUCTURE LEVY (CIL)

The following development types will be liable for CIL:

- i. Development comprising 100m² or more of new build floorspace
- ii. Development of less than 100m² of new build floorspace that results in the creation of one or more dwellings
- iii. The conversion of a building that is no longer in lawful use

The development would not create an additional unit or over 100m² of additional floor area and is consequently not liable to pay CIL.

Development Control Committee B – 26 September 2018**Application No. 18/03500/F : Ground Floor Flat 7 Belvedere Road Bristol BS6 7JG****CONCLUSION**

The proposed extension to the existing basement of the ground floor maisonette at 7 Belvedere Road would preserve the appearance and character of the building, street and surrounding conservation area. The proposed development would also avoid any long term harm to neighbouring living conditions and amenity. Consequently, the application is found to accord with all relevant national and local planning policy and no material considerations have been identified which would warrant refusal. On this basis, it is recommended to Members that planning permission is granted, subject to the conditions beneath.

RECOMMENDED GRANTED 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 hours

No construction works pursuant to the development hereby permitted shall take place outside of the hours of 08:00 and 18:00 Monday - Friday, 09:00 - 14:00 Saturday and no works at all shall take place on Sundays or Bank Holidays.

Reason: To safeguard the amenity and living conditions of neighbouring occupiers.

Post occupation management

3. Construction method

The proposed development shall be completed in full accordance with the method outlined in the supplied construction statement (Construction of basement, JDL Consultants Limited Civil and Structural Consulting Engineers, 7th September 2018) unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenity and living standards of adjacent residential premises.

4. Ancillary use restriction

The enlarged basement hereby approved shall be used only for an ancillary use, incidental to the enjoyment of the host dwelling known as Ground Floor Flat, 7 Belvedere Road, BS6 7JG. In particular, the basement shall not at any time be let or rented out for any purpose; moreover the additional accommodation shall not at any time in the future be sublet, sold or severed in any way from the host property the subject of this planning permission, without the grant of further planning permission.

Reason: Any other use of the basement requires further assessment with regard to amenity impact against the adopted Bristol Development Framework 2011 and the Bristol Site Allocations and Development Management Policies 2014.

Development Control Committee B – 26 September 2018**Application No. 18/03500/F : Ground Floor Flat 7 Belvedere Road Bristol BS6 7JG****5. 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.

List of approved plans**6. 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.

P01 , received 23 July 2018

P04A Existing plans and elevations, received 23 July 2018

P05A Proposed plans and elevations, received 23 July 2018

Letter, received 23 July 2018

Construction Statement by JDL Consultants Limited Civil and Structural Consulting Engineers, received 7 September 2018

Heritage Statement, received 30 August 2018

Existing and Proposed Sections, received 23 July 2018

Reason: For the avoidance of doubt.

Advices

- 1 Construction site noise: Due to the proximity of existing noise sensitive development and the potential for disturbance arising from contractors' operations, the developers' attention is drawn to Section 60 and 61 of the Control of Pollution Act 1974, to BS 5528: Parts 1 and 2: 2009 Noise and Vibration Control on Construction and Open Sites code of practice for basic information and procedures for noise and vibration control" and the code of practice adopted by Bristol City Council with regard to "Construction Noise Control". Information in this respect can be obtained from Pollution Control, City Hall, Bristol City Council, PO Box 3176, Bristol BS3 9FS.

2 Works to Floor Level

It is noted that the proposed internal works involve the excavation of the existing basement by a maximum of 400mm in depth and maximum of 4m in width. The applicant is advised that the structural implications of such works have not been assessed by this application and that the onus is on the applicant to undertake any necessary structural surveys and apply for any necessary permission under Building Regulations.

3 Highways restrictions

The applicant should be aware that any intended use of the public highway (footway and carriageway) must be subject of necessary approvals under Highways legislation. These should be sought via the Council's Highways team. More information is available at the following website:

<https://www.bristol.gov.uk/streets-travel/road-closures-for-temporary-works-ttro>

Supporting Documents

2. Ground Floor Flat, 7 Belvedere Road, Westbury Park

1. Site images
2. Proposed plans
3. Sections
4. Structural engineers construction statement



Basement extension
approved under 08/02673/F
- August 2008

8 Belvedere Road -
now Belvedere
Lodge Care Home

Ground Floor Flat,
7 Belvedere Road

Existing basement flat
- 5 Belvedere Road

Existing basement, Ground Floor
Flat, 7 Belvedere Road





Existing front lightwell - 7 Belvedere Road



Basement development at 8 Belvedere Road (Now Belvedere Lodge Care Home)



Existing front lightwell to 7 Belvedere Road

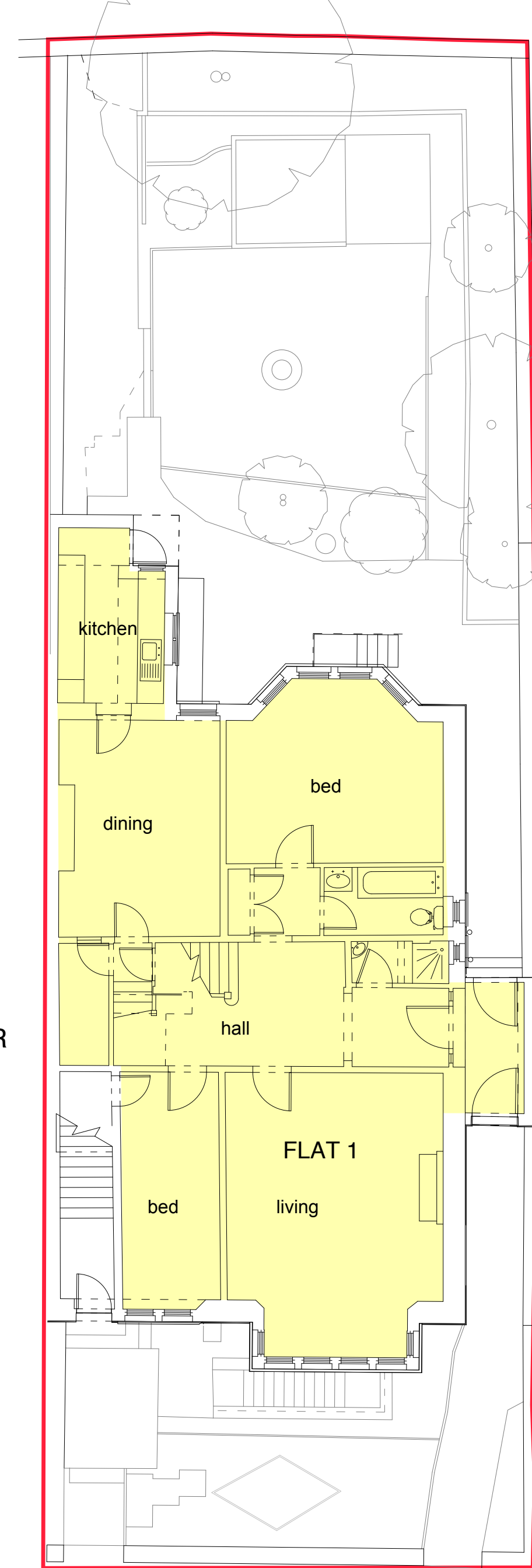




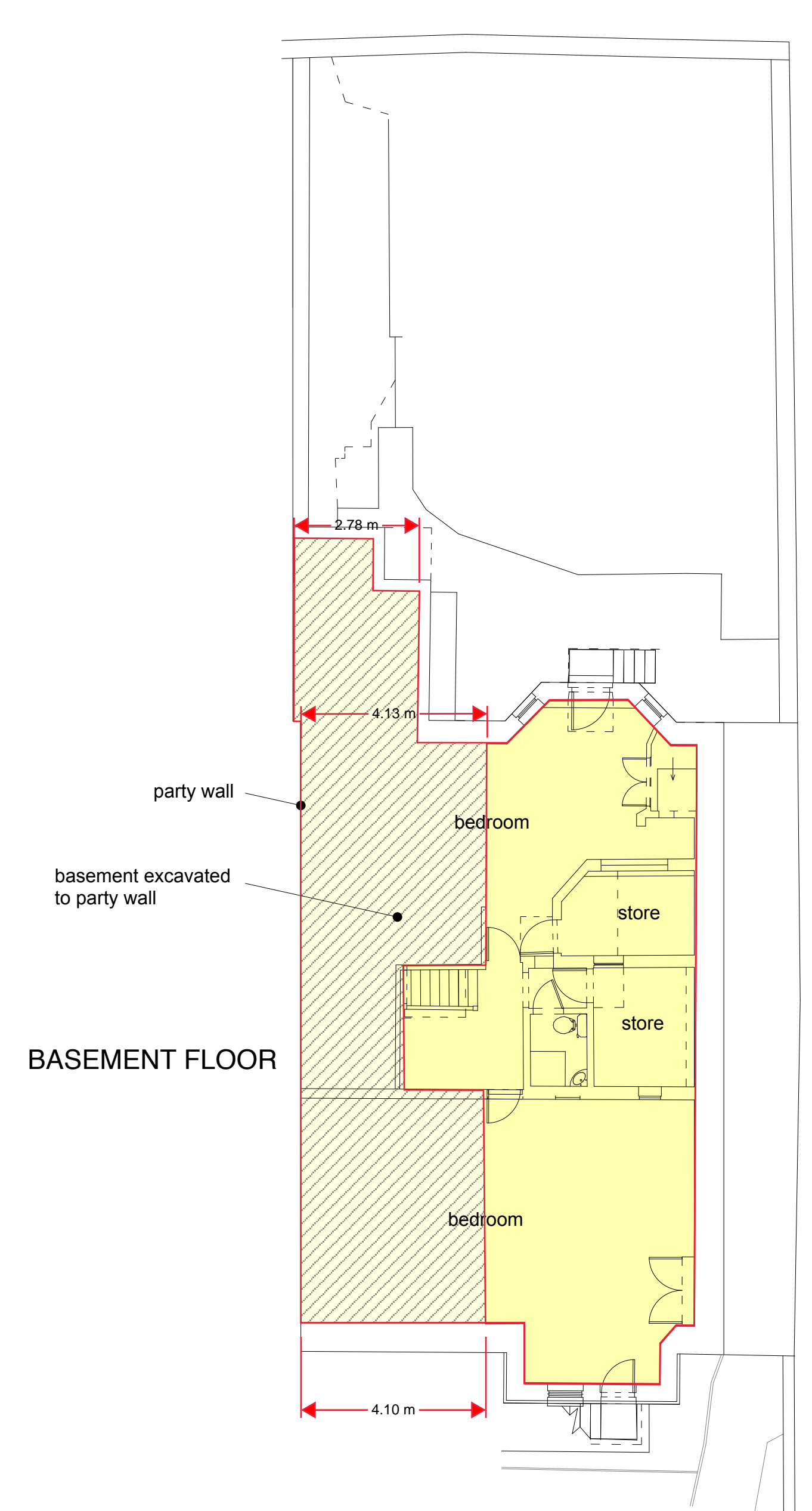
EXISTING FRONT ELEVATION *North*

note - no changes are proposed to the elevations

GROUND FLOOR



BASEMENT FLOOR

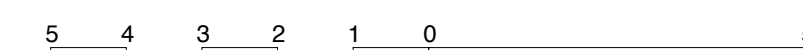


EXISTING SIDE ELEVATION/ SECTION *East*

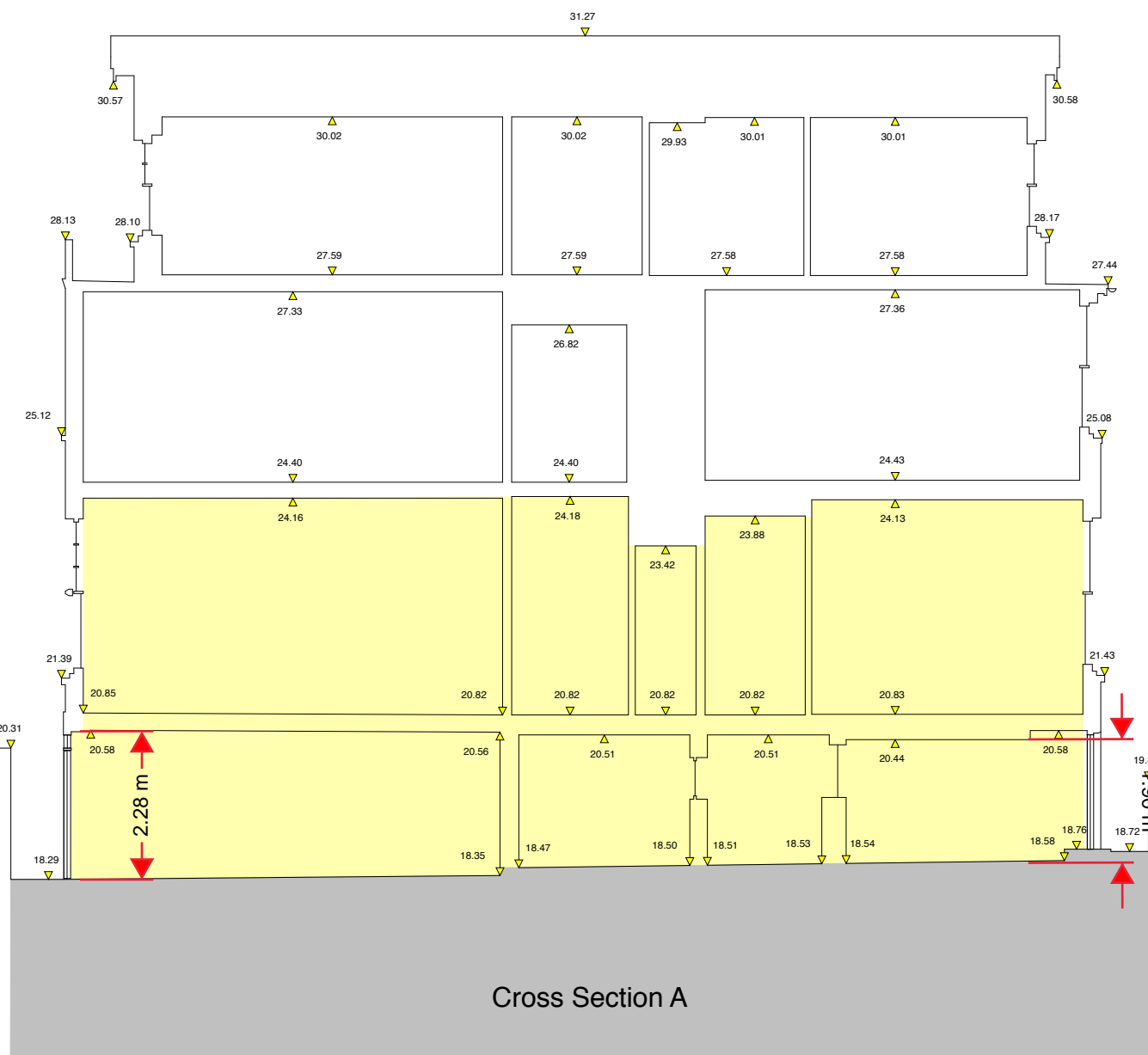
note - no changes are proposed to the elevations



EXISTING REAR ELEVATION *South*



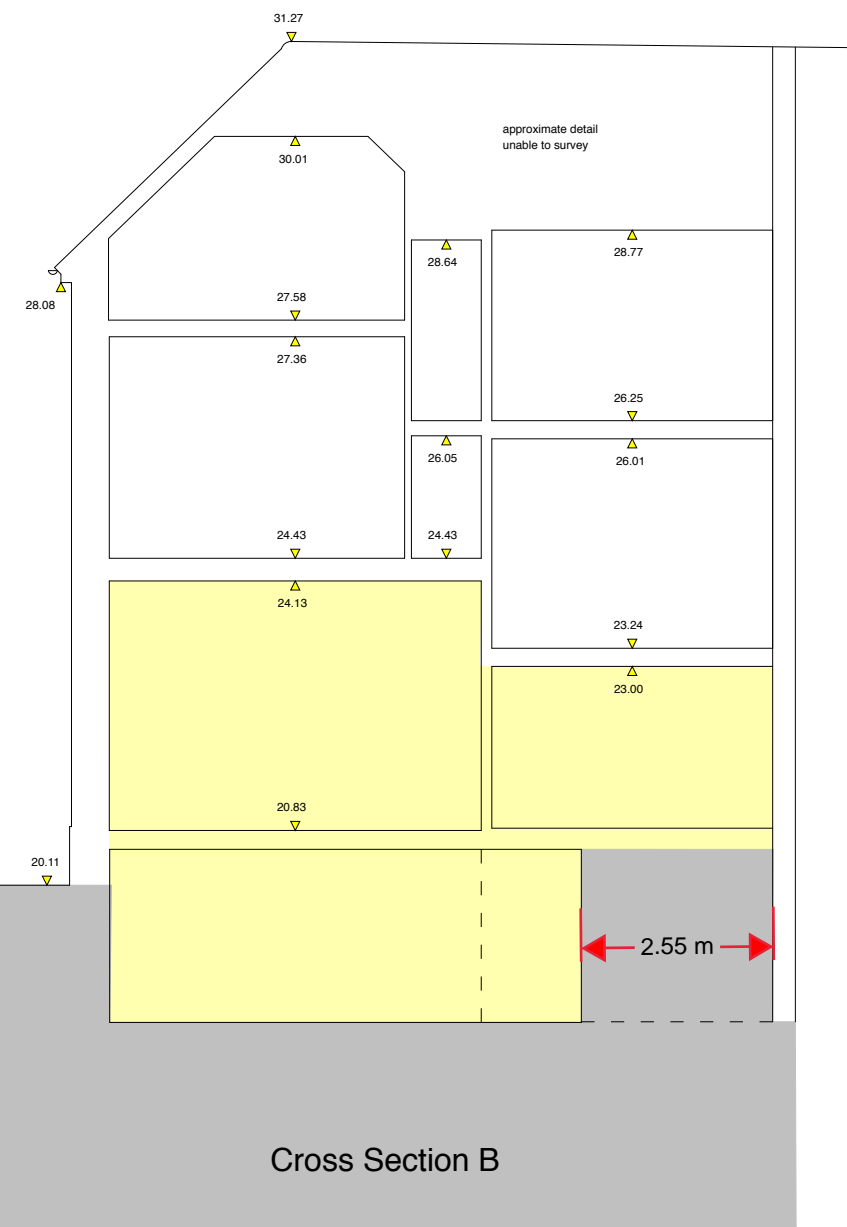
Rev.	Date	By	Description
<div><div>oxfarchitects</div><div>4 Bruton Place Clifton, Bristol BS8 1JN 0117 9739649 mail@oxf.co.uk www.oxf.co.uk</div></div>			
Job FLAT 1 - 7 BELVEDERE ROAD WESTBURY PARK, BRISTOL			
Client MEADOWCARE HOMES			
Title PROPOSED PLANS & ELEVATIONS			
Drawn	.	Date	JUN 2018
Checked	.	Scale	1:100 @ A1 SIZE 1:200 @ A3 SIZE
Job Number 3167	Drawing Number P05	Revision A	



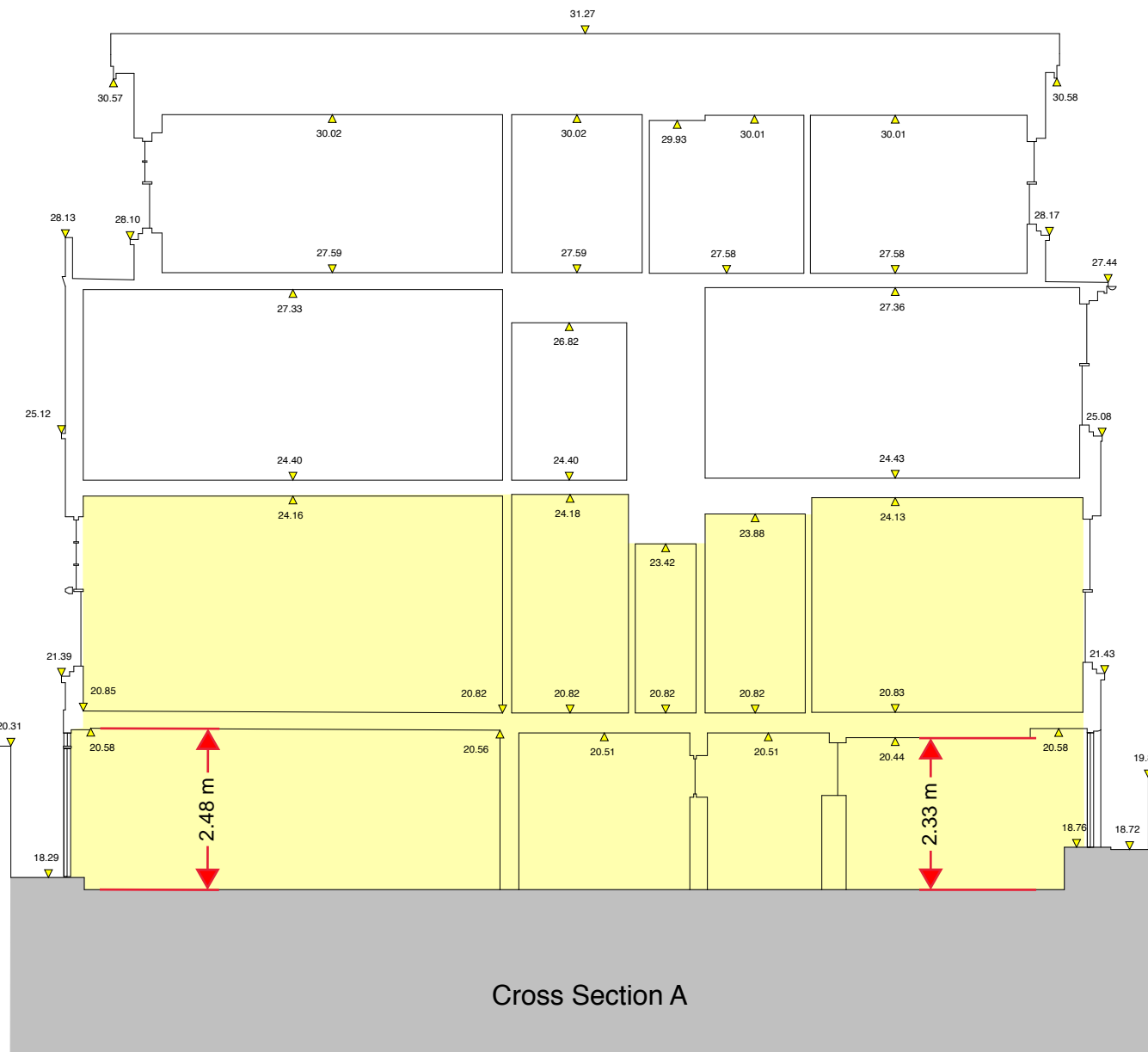
Second Floor Flat

First Floor Flat

Ground Floor Flat



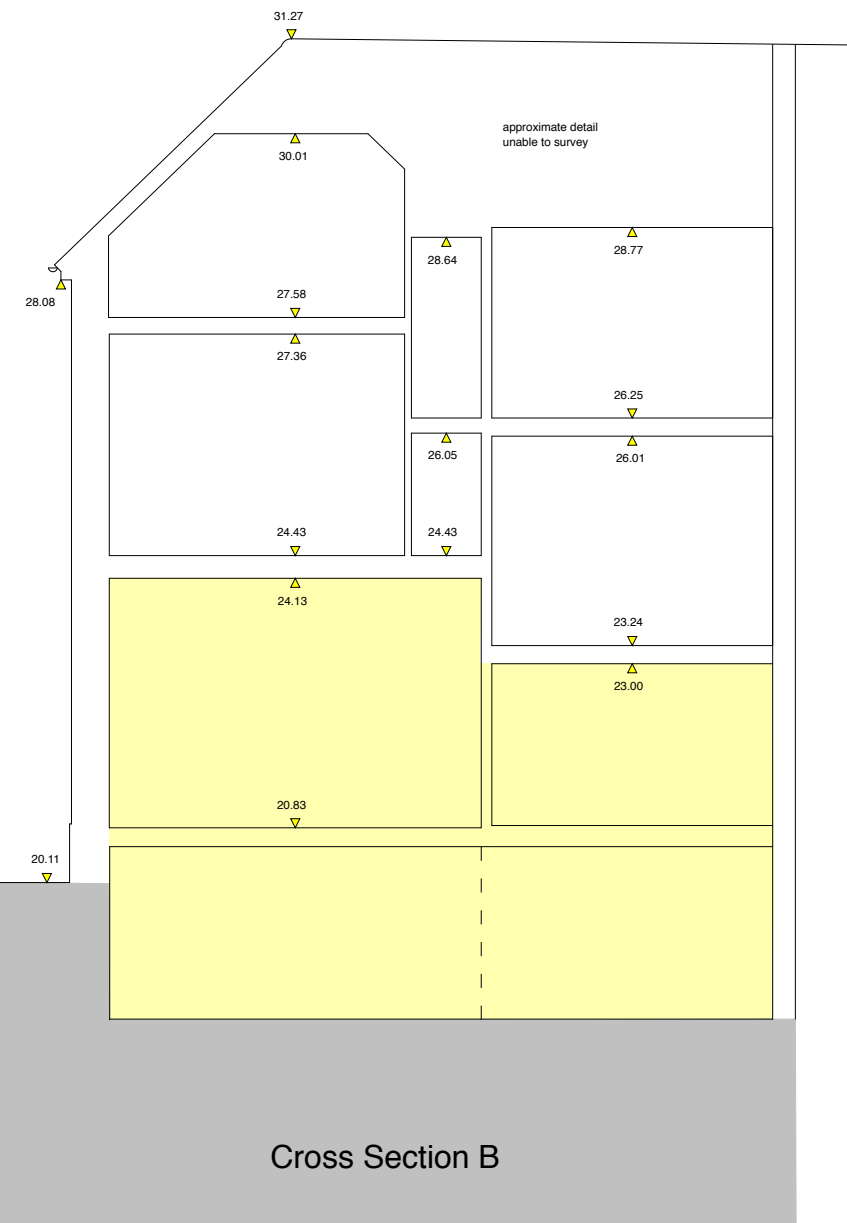
EXISTING SECTIONS



Second Floor Flat

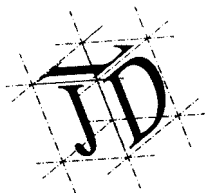
First Floor Flat

Ground Floor Flat



PROPOSED SECTIONS

Rev.	Date	By	Description
<div><div><div>oxfarchitects</div><div>4 Bruton Place Clifton, Bristol BS8 1JN</div><div>0117 9739649 mail@oxf.co.uk</div></div><div>www.oxf.co.uk</div></div>			
Job FLAT 1 - 7 BELVEDERE ROAD WESTBURY PARK, BRISTOL			
Client MEADOWCARE HOMES			
Title SECTIONS			
Drawn	.	Date	JUL 2018
Checked	.	Scale	1:100 @ A1 SIZE 1:200 @ A3 SIZE
Job Number 3167		Drawing Number P06	Revision -



7th September 2018

Mr Jasbir Baryah
RE: 7 Belvedere Road
Bristol

RE: Construction of basement

The above 3-storey semi-detached property is of traditional masonry wall, timber floor and timber roof construction. The external walls are constructed in natural stone masonry and the internal walls are either clay brick or timber stud. The roof is clay tiled and pitched with gable over the front bay and dormer window to the front. There is a lower ground floor to the rear of the property with reduced floor to ceiling height (circa. 2m).

It is proposed to construct a lower ground floor/basement to the full extent of the property. The intention is to increase the existing floor to ceiling height to the rear to something in the region of 2.4-3.0m.

Having worked on similar projects on Belvedere Road in the past it is highly likely that the excavation works will require the removal of rock. Contractors previously have removed the rock with a hydraulic breaker fixed to a mini excavator. For these projects the basement was excavated from the outside in. In this case the intention is to construct from the inside as the excavation will not proceed outside of the property walls (i.e. no external areas will be created). A mini excavator cannot therefore be used and so a handheld tool will be required. The intention is to use a handheld diamond drill (or similar) and stitch drill the rock to remove in manageable pieces. This will also reduce noise pollution which has occurred with previous methods.

The excavation of the rock will be carried out in a 'hit one, miss two' sequence beneath the existing structural walls as these will need to be underpinned. A reinforced concrete retaining wall will be constructed as part of the underpinning works.



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ITEM NO. 3

WARD: Hotwells & Harbourside **CONTACT OFFICER:** Tom Watson

SITE ADDRESS: Avon Crescent Bristol BS1 6XQ

APPLICATION NO: 18/02968/X Variation/Deletion of a Condition

DETERMINATION DEADLINE: 25 September 2018

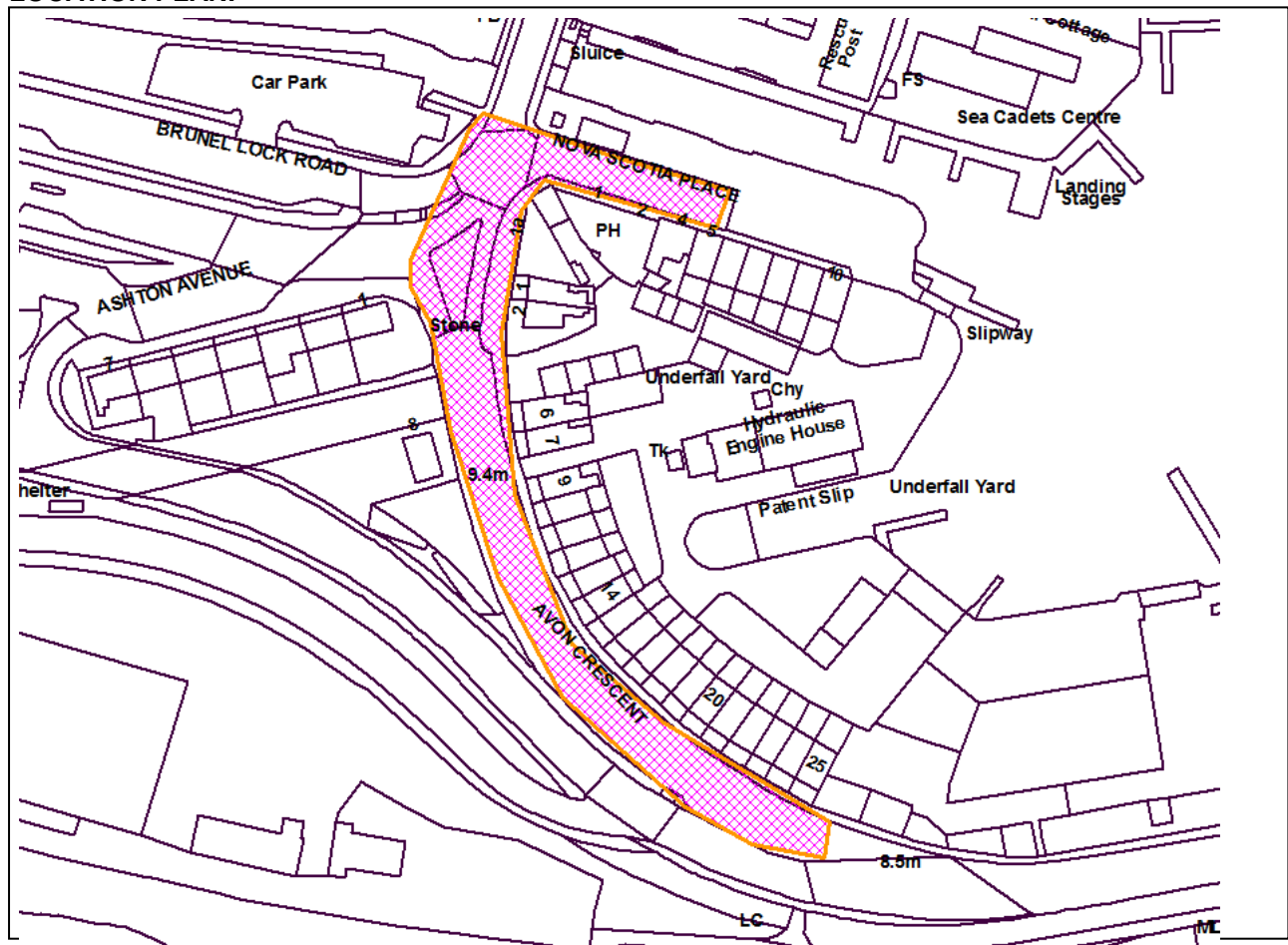
Application for variation of a condition No. 15 (List of Approved Plans) following grant of planning permission 16/05853/X.

RECOMMENDATION: Grant subject to Condition(s)

APPLICANT Bristol City Council
AVTM Metrobus Team
City Hall
Bristol

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

LOCATION PLAN:



Development Control Committee B – 26 September 2018
Application No. 18/02968/X
Avon Crescent, Bristol, BS1 6XQ

SUMMARY

In 2014, planning permission was granted for a revised section of the Ashton Vale to Temple Meads (AVTM) package of MetroBus, from Avon Crescent, along Cumberland Road to Redcliff Hill (application ref: 13/05648/FB).

The planning permission is comprised of a new junction with Cumberland Road, a new bridge at Bathurst Basin, floor protection measures, demolition and reconstruction of walls, realignment of highway, crossings, traffic signals and temporary construction areas, bus stops and shelter.

Since grant of planning permission, applications to discharge planning conditions have been submitted and approved, and construction activity relating to those phases of the development directly relating to the operation of MetroBus has been completed. In 2016, an application to vary planning permission 13/05648/FB was granted, to allow the position of the proposed new bridge at Bathurst Basin to be moved (application ref: 16/05853/X).

Included within the planning permission for AVTM, is a phase of development associated with MetroBus at Avon Crescent which is yet to be constructed. This is comprised of concepts to reduce the volume and speed of motorised through traffic on Avon Crescent, with consequential hard and soft landscaping improvements.

This application seeks to vary the planning permission for AVTM, for an amended scheme of work at Avon Crescent as follows:

- Removal of proposed 'Shared space' highway surface treatment, including hard and soft landscaping.
- Proposed speed table in the north of Avon Crescent, adjacent entrance to pedestrian / cycle access to MetroBus stop at Cumberland Basin.
- Proposed extended footway area between Avon Crescent and McAdam Way.
- Proposed refuge 'island' between one-way exit from Avon Crescent to Cumberland Road and contraflow cycleway, to protect cyclists.
- Removal of realigned retaining wall between Cumberland Road and Avon Crescent.
- Proposed retention of existing retaining wall between Cumberland Road and Avon Crescent, with proposed build out and crossing point across Avon Crescent.

All other features proposed for Avon Crescent by planning permission 13/05648/FB would be retained, including a one-way exit from Avon Crescent to Cumberland Road, reconfigured junction between Avon Crescent and McAdam Way and an echelon parking layout on Avon Crescent.

During consultation, Councillor Mark Wright has referred the application to DC Committee for concern that the amended scheme at Avon Crescent would not achieve the stated aims of cutting vehicle speeds and vehicle volumes.

Members of the public have raised objection to the amended scheme for reasons relating to: concerns with highway safety, configuration of parking layout adjacent to Underfall Yard, impact on heritage assets, potential noise and vibration impact of the proposed speed table, and concerns regarding air quality emissions arising from the scheme.

Development Control Committee B – 26 September 2018
Application No. 18/02968/X
Avon Crescent, Bristol, BS1 6XQ

Key issues in the report concern highways (including highway safety / parking layout adjacent to Underfall Yard), design and amenity (including noise, and air quality pollution).

The key driver for the scheme approved at Avon Crescent in 2014, is concepts to reduce the volume and speed of motorised through traffic. This matter has therefore been carefully considered by the Applicant and Officers in Transport Development Management in order to agree measures which would make the development acceptable on highway safety grounds.

Officers in Transport Development Management consider that the shared space aspect of the scheme has been replaced with other highway safety measures, which would have the same effects relating to traffic speed and traffic volume. Subject to further information being provided once contractors are appointed to develop the detailed design, the amended scheme is considered acceptable in terms of pedestrian and cyclist safety. A revised parking layout to ensure appropriate access to Underfall Yard for larger vehicles / boats is retained would be secured through a specific planning condition.

Whilst the shared space elements of the scheme have been downgraded from a design perspective, some new elements of landscaping are proposed which are supported by City Design Group. A condition (see proposed Condition 9) would be used to secure details of the detailed design and quality material palette for approval by the Local Planning Authority prior to this phase of work commencing.

In terms of other matters arising from the scheme, the proposed development is in accordance with all other relevant policies in the Development Plan. This is evidenced either through information submitted in support of the application, to made acceptable by securing further information by way of planning conditions.

The application is recommended for approval subject to the conditions attached to this report.

BACKGROUND

In 2014, planning permission was granted for a revised section of the Ashton Vale to Temple Meads (AVTM) package of MetroBus, from Avon Crescent, along Cumberland Road to Redcliff Hill (application ref: 13/05648/FB).

The planning permission is comprised of a new junction with Cumberland Road, a new bridge at Bathurst Basin, floor protection measures, demolition and reconstruction of walls, realignment of highway, crossings, traffic signals and temporary construction areas, bus stops and shelter.

Since grant of planning permission, applications to discharge planning conditions have been submitted and approved, and construction activity relating to those phases of the development concerning the operation of the MetroBus has been completed. In 2016, an application to vary planning permission 13/05648/FB was granted, to allow the position of the proposed new bridge at Bathurst Basin to be moved (application ref: 16/05853/X).

Included within the planning permission for AVTM, is a phase of development associated with MetroBus at Avon Crescent which is yet to be constructed. This comprised of concepts

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to reduce the volume and speed of motorised through traffic on Avon Crescent, with consequential hard and soft landscaping improvements.

Avon Crescent is characterised by a row of Grade II Listed Georgian houses, located along the eastern side of the road, fronting onto a footway and the highway. The western side of Avon Crescent is comprised of the retaining structure for Cumberland Road and a brick substation building with parallel parking bays. A stepped access through the retaining wall provides pedestrian access from Cumberland Road to the southern end of Avon Crescent.

To the north of the substation is a recently constructed pedestrian access from Avon Crescent, heading west to the Cumberland Basin MetroBus bus stop, passing underneath Cumberland Road. Houses on Avon Crescent back onto the historic Underfall Yard, with access for long vehicles / boats taken from a lane joining towards the north of Avon Crescent.

Vehicle access arrangements to Avon Crescent have recently been reconfigured, to close normal motorised access to Avon Crescent from Cumberland Road, making it a one-way access arrangement to the south. Access to the northern end of Avon Crescent remains two-way, taken from McAdam Way / Merchants Road near to the Nova Scotia public house.

Avon Crescent is located within the City Docks Conservation Area.

RELEVANT HISTORY

16/05853/X – Application of variation of condition number 18 – Phase 1. For planning permission – 13/05648/FB
 GRANTED - 02/02/2017

Application 16/05853/X varied an approved plan on planning permission 13/05648/FB to allow for the position of the proposed new bridge at Bathurst Basin to be amended.

16/05418/NMA – Application for a non-material amendment for removal of the Cumberland Road outbound bus lane from proposals.
 AGREED – 02/11/2016

13/05648/FB – Revision to the route of the rapid transit scheme authorised by the Ashton Vale to Temple Meads and Bristol City Centre Rapid Transit Order (the Order). The development comprises construction of a new junction with Cumberland Road, a new bridge at Bathurst Basin, floor protection measures, demolition and reconstruction of walls, realignment of highway, crossings, traffic signals and temporary construction areas, bus stops and shelter.
 GRANTED – 18/03/2014

NB – since grant of planning permission 13/05648/FB, numerous applications to discharge conditions associated with construction phases of this planning permission have been submitted and approved.

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APPLICATION

This application seeks consent for the variation of Condition 15 of planning permission 16/05853/X to substitute an approved plan.

As part of planning permission 13/05648/FB (and subsequently on planning permission 16/05853/X), a plan was approved showing a scheme for development associated with AVTM MetroBus at Avon Crescent (Drawing: 201749-PA-316 P1).

The plan included the following key features:

- One-way exit from Avon Crescent to Cumberland Road – closing Avon Crescent to normal motorised traffic entering from Cumberland Road.
- Contraflow cycleway access from Cumberland Road to Avon Crescent.
- Realigned retaining wall between Cumberland Road and Avon Crescent.
- Reconfigured junction between Avon Crescent and McAdam Way including creation of pedestrian footway areas.
- Echelon parking layout for parking bays on west side of Avon Crescent.
- 'Shared space' highway surface treatment, comprised of pennant stone paving / conservation stone paving, hard and soft landscaping.

The Heritage, Design and Access Statement submitted with application 13/05648/FB states that the design principles and concepts were to reduce the volume and speed of motorised through traffic on Avon Crescent, with consequential improvements for residential amenity, the setting of the listed buildings and the safety of pedestrians and cyclists.

This application seeks to amend the approved drawing specifically to (shown on drawing: RS15012 – SK03A):

- Removal of 'Shared space' highway surface treatment.
- Proposed speed table in the north of Avon Crescent, adjacent entrance to pedestrian / cycle access to MetroBus stop at Cumberland Basin.
- Proposed extended footway area between Avon Crescent and McAdam Way.
- Proposed refuge 'island' between one-way exit from Avon Crescent to Cumberland Road and contraflow cycleway, to protect cyclists.
- Removal of realigned retaining wall between Cumberland Road and Avon Crescent.
- Proposed retention of existing retaining wall between Cumberland Road and Avon Crescent, with proposed build out and crossing point across Avon Crescent.

Other features proposed by planning permission 13/05648/FB would be retained, including the one-way exit from Avon Crescent to Cumberland Road, reconfigured junction between Avon Crescent and McAdam Way and an echelon parking layout on Avon Crescent.

The detailed design for the scheme would be developed following the appointment of a contractor to undertake the works in Avon Crescent. It would be the contractor, working with the Applicant, which would develop the detailed design for the amended scheme. The detailed design for the amended scheme would be secured by planning conditions.

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The Supporting Statement submitted with the application states that the main reason for the proposed amendments is associated with the cost of constructing AVTM MetroBus.

RESPONSE TO PUBLICITY AND CONSULTATION

Site notices were issued, a press advert published and letters sent to neighbouring properties.

Following responses from members of the public and consultees, a revised plan and additional information were received on 3 September 2018. Local residents were re-consulted by letter, with an expiry date of 18 September 2018.

Comments received on the revised plan and additional information relating to the scheme has been considered and is included in this report.

GENERAL RESPONSE FROM THE PUBLIC

On the original application there were 18 replies from neighbours, all of which were in objection.

Comments were made in objection on the following grounds:

- Concern that the proposed echelon parking layout will restrict access from Avon Crescent to Underfall Yard for long vehicles / boats.
- Concern that cyclists / pedestrians will use the pavement to cycle / pedestrians when Underfall Yard is closed, which is dangerous.
- The proposed speed table will not slow road traffic / reduce traffic volume.
- Concern with design of reconfigured junction between Avon Crescent and McAdam Way.
- Driver sightlines between Avon Crescent and Cumberland Road would be insufficient.
- Safety of cycleway between Cumberland Road / Avon Crescent – request for refuge point at the junction.
- Removal of conservation material highway treatment and hard / soft landscaping will impact upon Avon Crescent and heritage assets.
- Potential noise and vibration impact of proposed speed table on Avon Crescent properties.
- Proposed amendments would have a negative impact on air quality emissions.

Following the submission of a revised plan and additional information in September 2018, neighbours were re-consulted for a period of 14 days. In response to the revised plan there were 3 replies from neighbours, all in objection.

Comments were made in objection to the revised plan on the following grounds:

- Concern that proposed echelon parking layout will restrict access from Avon Crescent to Underfall Yard for long vehicles / boats.
- Concern that cyclists will use the pavement to cycle, which is dangerous.
- Concern regarding vehicle speeds along Avon Crescent.

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COMMENTS FROM COUNCILLORS

Councillor Mark Wright - Objection

Councillor Mark Wright referred this application to Planning Committee on 20 June 2018 for the following reason:

This is an extremely controversial amendment to the existing plans, which has been argued over between the Council and the local community for two years now. The initially planned “shared space” scheme for this area has been dropped and an unsatisfactory set of minor works have been put in its place, which will not achieve the stated aims of cutting vehicle speeds and volumes. The changes at this point are of interest not just to those living in the local roads, but also to stakeholders in the Harbour, and to cyclists and MetroBus users, all of who funnel through the area.

Councillor Wright has also made the following comments on the original application:

The current application doesn’t meet the key objectives of the original scheme. It suffers from the budget having been cut too severely to facilitate a scheme of any real substance.

The scheme as advertised has the following specific problems:

- The pavement on the east side of the road should be widened; this is because this is a busy pavement and is the only route around here when the Underfall quayside is shut.
- There needs to be more traffic calming on the pedestrian crossing at the southern end of the road.
- The objection from Underfall Yard regarding parking opposite the exit of their area must be addressed.
- The vibration impact of a speed table should be investigated, and if there is likely impact on the houses it should be removed. In addition this device only slows traffic in its vicinity, not the rest of the road.
- The current measures to stop traffic trying to enter Avon Crescent from Cumberland Road are insufficient.

It’s obviously a great shame that the “re-routing” option was not progressed. This option would have solved all the problems that this variation seeks to address, and was fully funded. The Mayor chose to kill that option, and it now appears likely that his motivation was the plans he now has to redevelop the Cumberland Basin with the help of major property developers. Given the vast amount of money that will generate, it is only fair that the Council should spend a little more that it has proposed to here in order to solve the problems generated by it.

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COMMENTS FROM CONSULTTEES

Transport Development Management – No objection

Transport Development Management has commented as follows:

Transport Development Management (TDM) had concerns with the originally submitted proposal (June 2018) due to the white lined over run area to the north, at the junction between Avon Crescent and McAdam Way. Concerns were raised regarding vehicles cutting across the white lining at speed prior to the speed table. The Applicant has now addressed this concern through providing an over run area consisting of different surface materials. This is now considered acceptable as a speed reduction feature as the overrun is physically demarcated but still useable by larger vehicles.

The proposed build out to the south of the site as a pedestrian crossing point is deemed acceptable and presents a positive when compared to the previous scheme (2014). TDM however seek the distance required for a pedestrian to cross be minimised as practically as possible when the safe passage of extra wide vehicles has been taken into account.

TDM notes a refuge island to the south at the junction between Avon Crescent and Cumberland Road has also been introduced as a protection measure for cyclists.

Following the previously submitted plans TDM had concerns regarding road safety. In the revised plans, the junction between McAdam Way and Avon Crescent has been re-profiled to tighten the junction radii. As per Manual for Streets (2007) tightening of the junction will ensure a reduction in vehicle speeds. Vehicles entering Avon Crescent from McAdam Way will therefore do so at a reduced speed. This element combined with the proposed speed table will reduce speeds along Avon Crescent.

TDM agree with the findings that have been presented within Section 4.1 of the Environmental Statement Addendum. The proposed amendments to the scheme will not have a material impact in terms of transport, and TDM therefore deem the amendments to be acceptable.

TDM recommend approval of the application subject to the following condition:

Installation of speed table and vehicle run over – Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the speed table and vehicle run over have been completed in accordance with the approved plans.

Reason: In the interests of highway safety.

City Design Group – No objection

City Design Group has commented as follows:

These comments comprise Urban Design / Landscape / Conservation / Archaeology Officers.

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The least appealing aspect of the scheme (June 2018) relates to the white lined over run for HGVs between McAdam Way and Avon Crescent. Visually this affected the approach to Nova Scotia Place – a characterful waterfront area of the historic harbour. This has now been revised in an updated drawing (September 2018) which is supported. A quality surface treatment will be required for the overrun area, to be secured through planning condition.

Generally, if comparing the approved scheme (2014) with the revised scheme (2018), then a downgrading of the landscape elements is found. I understand that the detailed design of the revised scheme will be presented following the appointment of a contractor, and the use of planning conditions should be the mechanism to secure these details for the Local Planning Authority's approval. This would include all hard landscaping (paving, surfaces, edge details), soft landscaping, street furniture and street lighting.

There is no objection from a perspective of conservation and archaeology. It is noted that the Applicant would need to undertake construction work will be monitored and recorded by an archaeologist in accordance with the Written Scheme of Investigation approved in 2016.

Air Quality – No objection

The Council's Air Quality Officer has commented as follows:

I agree with the overall conclusions of the Environmental Statement Addendum in terms of air quality. As there is no material change predicted in terms of traffic flow or speed, there would similarly be no significant changes in emissions or concentrations of regulated pollutants. The table of results shown in the ES Addendum indicates a beneficial impact under the two scenarios of fleet emissions reduction and this is consistent with the changes proposed. The difference between the 2014 and 2018 schemes is not specifically modelled, but I do not think that this is necessary, given the minor variations between the schemes.

I find the impact of the scheme realistic and I can see no reason why the changes from the 2014 to 2018 design would lead to an unacceptable, or even perceptible operational impact on air quality. Similarly, in terms of construction dust the two schemes would not appear to differ. A suitable Construction Environmental Management Plan is recommended to mitigate dust arising during construction.

Pollution Control – No objection

The Council's Environmental Health Officer has commented as follows:

Speed control cushions and road humps can produce perceptible levels of ground-borne vibration. This can lead to complaints under the most severe conditions and anxieties concerning building damage. However, even under these worst-case conditions it is very unlikely that the introduction of a speed table would pose a significant risk of even minor damage to property. Research also finds that there is a need to carefully consider the siting of these profiles in order to avoid causing vibration nuisance.

From reviewing the proposed plan, I consider that the speed table is positioned in the best position on Avon Crescent. However, I consider that the Applicant should provide further information through a planning condition to show the design of the speed table and what the likely noise and vibration impacts would be.

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The following planning condition is therefore requested:

Details of speed table

There shall be no installation of a speed table at the northern end of Avon Crescent until details of its design, any noise or vibration mitigation measures, likely noise and any likely noise or vibration impacts on neighbouring residential properties has been submitted to and approved in writing by the Council.

The approved scheme shall be implemented prior to commencement of the use and be permanently maintained thereafter.

Reasons: In the interests of residential amenity.

COMMENTS FROM GROUPS

Bristol Civic Society – Comment

Bristol Civic Society commented on the application as follows:

‘This scheme has a long planning history going back to 2013.

It seems from the BCC Transport submission for the planning amendment that the major reason for withdrawing the pedestrianisation proposal is cost.

However, we also understand that a major consideration is Avon Crescent’s role as a significant route for motor traffic:

- Underfall Yard to bring in and out large boats on trailers.
- HGVs to access the Cumberland Road route – it is on an extra-wide HGV route.
- The Cumberland Road route to act as a relief road when there are congestion issues elsewhere.

Perhaps the twisty two-way re-routing using Brunel Lock Road also does not fit in with future re-development plans for the Cumberland Basin area for housing (“Western Harbour”).

The Society does not have sufficient reason for challenging the decision in principle, especially if the major driver is cost. The Society therefore confines itself to comments on the design of the scheme as presented.

However, we have sympathy for the residents’ desire for a quiet street, especially as they had their hopes raised that they would get their wish. We struggle to see how the revised plan can be judged to “meet the key objectives and impact of the original scheme”. Unfortunately, like residents of many other streets, they will have to continue to endure a constant flow of traffic down their street. In addition, they face constraints on traffic-calming and place-making measures as a result of occasional and contingency uses of the street.

Given the need for access by wide vehicles, it is very difficult to design in pedestrian-friendly measures. But we think more effort should be given to making the traffic calming effective, and give the street some sense of place. Perhaps BCC City Design could help in designing this.

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We suggest:

- The entrance to Avon Crescent could have a different surface to give a subtle signal to drivers heading south towards Cumberland Road that they are entering a residential street. This cannot be paved because that would not support heavy vehicles, but some sort of cobbled or colour-delineated surface could be used. White-line hatching is appropriate treatment for a highway where movement is the main design consideration; here, in a Conservation Area, a place-making treatment is more appropriate.
- The speed table at the exit to the cycle route should also be colour-delineated.
- There needs to be more traffic calming treatment at the pedestrian crossing towards the southern end, so that traffic speed is moderated over the whole of Avon Crescent – e.g. surface treatment, slight build-out with bollard on the east side of the road, narrower road width is possible.
- There should be more than one tree on the extended footway area at the north end. There could be trees placed in gaps between the diagonal parking spaces.

Two other points:

- Avon Crescent forms part of the Harbourside Walkway route. As such, it deserves a wider footway and better signage. The route through Underfall Yard, for example, is easily missed.
- The Underfall Yard request for parallel parking spaces opposite their exit/entrance seems reasonable.

In general some three-dimensional drawings would help in assessing the merits or otherwise of the scheme.

RELEVANT POLICIES

National Planning Policy Framework – July 2018 **Planning Practice Guidance**

Bristol Core Strategy (Adopted June 2011)

BCS8	Delivering a thriving economy
BCS9	Green Infrastructure
BCS10	Transport and Access Improvements
BCS11	Infrastructure and Developer Contributions
BCS13	Climate Change
BCS14	Sustainable Energy
BCS15	Sustainable Design and Construction
BCS16	Flood Risk and Water Management
BCS20	Effective and Efficient Use of Land
BCS21	Quality Urban Design
BCS22	Conservation and Historic Environment
BCS23	Pollution

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

DM1	Presumption in favour of sustainable development
DM19	Development and Nature Conservation
DM23	Transport Development Management
DM24	Transport Schemes
DM26	Local Character and Distinctiveness
DM27	Layout and Form

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DM28	Public Realm
DM29	Design of New Buildings
DM31	Heritage Assets
DM33	Pollution Control, Air Quality and Water Quality
DM34	Contaminated Land
DM35	Noise Mitigation
DM37	Unstable Land

Bristol Central Area Plan (Adopted March 2015)

BCAP27	Safeguarded transport links and railway land
BCAP30	Pedestrian routes

Bristol City Council Planning Obligations SPD (2012)

KEY ISSUES

(A) IS THE PROPOSED DEVELOPMENT ACCEPTABLE IN PRINCIPLE?

Policy BCS10 of the Core Strategy supports the delivery of significant improvements to transport infrastructure to provide an integrated transport system. Policy DM24 safeguards land to enable the future provision of the MetroBus route and stops from Ashton Vale to the city centre.

The application relates to planning permission granted for the revised route of the Ashton Vale to Temple Meads (city centre) section of the MetroBus, and the principle of development is therefore supported by the development plan.

Given that this application relates to an existing planning permission, key issues in this report relate to the detail of the proposed amendment and whether it would result in a scheme that is acceptable in planning terms.

(B) IS THE PROPOSED AMENDMENT ACCEPTABLE ON HIGHWAY SAFETY GROUNDS?

Policy BCS10 and Policy DM23 require that development does not give rise to unacceptable transport and highway safety grounds conditions. These policies support the delivery of improvements to transport infrastructure to provide an integrated transport system, which improves accessibility within Bristol and supports the proposed levels of development.

The proposals at Avon Crescent in the planning permission granted in 2014 (application ref: 13/05648/FB) were developed primarily to address matters relating to highway safety. As the key driver for the scheme, Officer's in Transport Development Management (TDM) have carefully considered the acceptability of the proposed amendments in terms of highway safety.

In summary, the application proposes the following amendments to the approved scheme from a highways perspective:

- Removal of 'Shared space' highway surface treatment.
- Proposed speed table in the north of Avon Crescent, adjacent entrance to pedestrian / cycle access to MetroBus stop at Cumberland Basin.

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- Proposed extended footway area between Avon Crescent and McAdam Way.
- Proposed refuge 'island' between one-way exit from Avon Crescent to Cumberland Road and contraflow cycleway, to protect cyclists.
- Removal of realigned retaining wall between Cumberland Road and Avon Crescent.
- Proposed retention of existing retaining wall between Cumberland Road and Avon Crescent, with proposed build out and crossing point across Avon Crescent.

All other highways features proposed by planning permission 13/05648/FB would be retained, including the one-way exit from Avon Crescent to Cumberland Road, reconfigured junction between Avon Crescent and McAdam Way and an echelon parking layout on Avon Crescent.

In response to the general arrangement plan submitted with the application in June 2018, Officer's in TDM raised concerns due to the white lined over run area that was proposed to the north of Avon Crescent, at the build out junction with McAdam Way, due to the likelihood of vehicles cutting across the white 'highways style' lining at speed prior to entering Avon Crescent. In response, the Applicant submitted a revised plan in September 2018 to address the concern raised by TDM by providing an over run area consisting of a different surface material. This is now considered acceptable by TDM as a speed reduction feature as the overrun would be physically demarcated, but would still allow for access by longer vehicles / boats wanting to access Avon Crescent.

In the revised plans submitted in September 2018, the junction between McAdam Way / Avon Crescent has been re-profiled to tighten the junction radii, thus requiring a slower and more deliberate turn into Avon Crescent from McAdam Way. Officers in TDM have confirmed that the tightening of the junction would ensure a reduction in vehicle speeds for vehicles entering Avon Crescent from McAdam Way. Officers in TDM have confirmed that this element of the scheme, combined with the proposed speed table, would lead to an acceptable reduction in vehicle speeds along Avon Crescent that is consistent with the approved scheme. A planning condition has been requested by TDM to ensure that the speed table would be constructed prior to the rest of the scheme being completed at Avon Crescent.

The Applicant has submitted an Environmental Statement (ES) Addendum in support of the application, which provides an assessment of the highways aspects of the proposed amendment in comparison to the approved scheme.

The assessment within the ES Addendum considers each of the proposed amendments to the scheme and whether they would result in a material change to transport and traffic effects on Avon Crescent. The ES Addendum finds that as a result of removing the 'shared space' status of Avon Crescent, there would be no change in predicted trip generation from vehicles and consequently traffic flows / volume. The ES Addendum concludes that there would be no material change to transport and traffic between the approved scheme at Avon Crescent (2014) and the proposed amended scheme (2018).

Officers in TDM have considered the assessment presented in the Applicant's ES Addendum, and agree with the findings that there would not be a material impact in terms of transport and traffic resulting from the amended scheme.

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Concern has been expressed by some members of the public with regards to pedestrian safety, and in particular providing appropriate crossing points within the scheme through Avon Crescent. It is noted that the application proposes pedestrian build out points to the north (linked to the proposed speed table) and to the south (adjacent to steps down from Cumberland Road), both of which are supported by Officers in TDM. However, should planning permission be granted, a planning condition would be included requiring the Applicant to submit a plan demonstrating a review of crossing points in Avon Crescent, to ensure that they observe pedestrian desire lines. This work would be undertaken by the Applicant's contractor, once appointed to undertake detailed design work.

In terms of the safety of cyclists, a contraflow is proposed at the junction between Cumberland Road and Avon Crescent. Members of the public have commented that the contraflow could be dangerous for cyclists entering / exiting Avon Crescent and waiting at the junction. As a protection measure, the application includes a cyclist refuge island on the junction. Officers in TDM have reviewed this aspect of the scheme and are in support as a means of protecting cyclists, with it considered that this is an improvement on the approved scheme.

Comments have been received from members of the public expressing concern that the proposed echelon parking layout on Avon Crescent would impact on longer vehicles / boats accessing Underfall Yard from the access point at Avon Crescent.

The need to retain an adequate vehicular access to Underfall Yard via Avon Crescent for such vehicles was a point recognised by the Local Planning Authority when granting planning permission for development in Avon Crescent associated with MetroBus in 2014 (application ref: 13/05648/FB). As a result, a planning condition was included on the planning permission, which requires a drawing to be submitted for the Local Planning Authority's approval to show a parking layout for Avon Crescent that ensures an appropriate means of access is retained to Underfall Yard. Should this application be granted, then the same planning condition would be included on the planning permission (see proposed Condition 9). This would mean that the parking layout along Avon Crescent would need to be agreed with the Local Planning Authority to allow for longer vehicles / boats to access Underfall Yard, informed by appropriate swept path analysis and technical studies. Through this planning condition, it is considered that access to Underfall Yard would remain appropriate for longer vehicles / boats.

Summary

Having carefully considered the proposed amendment, Officers have concluded that the amendment would not result in any change in traffic speed or traffic volume. Whilst the shared space element of the scheme would be lost, it has been replaced with other highway safety measures, namely the tightening of the junction with McAdam Way and a speed table, which would have the same effect. Other key elements of the original scheme would be retained, including the one-way access arrangement for normal vehicles at the south of Avon Crescent.

Subject to further information being provided once contractors are appointed to develop the detailed design, it is also considered that the amended scheme is acceptable in terms of pedestrian and cyclist safety. A revised parking layout to ensure appropriate access to

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Underfall Yard for larger vehicles / boats is retained would be secured through a specific planning condition.

Officers have concluded that the proposed development is considered to be in accordance with Policy BCS10 and DM23 and the proposed amendment is acceptable on highway safety grounds.

(C) IS THE DESIGN PRESENTED IN THE AMENDED SCHEME ACCEPTABLE?

Policy BCS21 of the Core Strategy aims to ensure that all new development in Bristol achieves high standards of urban design. The policy states that design can contribute positively to local character by responding to the underlying landscape structure, distinctive patterns and forms of development.

Policy BCS22 states that development proposals will safeguard or enhance heritage assets [including listed buildings and Conservation Areas] and the character and setting of areas of acknowledged importance. Avon Crescent is comprised of Grade II Listed Georgian terraces, located within the City Docks Conservation Area.

The key amendment resulting from this application from a design perspective would be the removal of the shared space element of the scheme, including the material pallet comprising pennant stone. As a result, the highway would remain as traditional road separate by vertical kerbs.

Officers in City Design Group, comprising urban design, landscape, conservation and archaeology, were consulted on the application as submitted in June 2018. Officers expressed concern with the white lined over run area at the junction between McAdam Way and Avon Crescent, and the impact this would have on the approach to Nova Scotia Place and its surrounding waterfront area. In response, the Applicant submitted a revised plan in September 2018 removing the white lined over run, replacing it with a delineated surface treatment. A planning condition would secure the final specification of the surface treatment, for approval by City Design Group, to ensure that a quality material is provided.

To support the application, the ES Addendum provided by the Applicant includes an assessment of the landscape and visual and conservation and heritage aspects of the scheme.

The landscape and visual assessment presented in the ES Addendum acknowledges that there would have been both adverse and beneficial effects of the consented scheme. Adverse effects would arise from traffic signals associated with a separate phase of the planning permission at Cumberland Road, and the beneficial effects would arise from the shared space scheme comprised of pennant stone and landscaping.

As both of these elements of the planning permission have been removed in the amended scheme, the ES Addendum has reassessed the landscape effects arising from the scheme. The assessment finds that the proposed works in the amended scheme would improve the visual appearance with some new surfacing and build outs, resulting in a neutral to slight benefit. The existing character of the road would be mostly retained and therefore the visual effects of the scheme would be neutral.

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The heritage assessment presented in the ES Addendum considers the effects on heritage assets resulting from the approved scheme and the proposed amendments to the scheme. The only heritage asset would have been effected directly as a result of the approved scheme would result from the realignment of the retaining wall between Cumberland Road and Avon Crescent. As this element is proposed to be removed in the amended scheme, the ES Addendum finds that there would be no material change on cultural heritage assets. The effect on cultural heritage is found to be neutral. In terms of potential archaeology, construction works would be carried out under a watching brief from an archaeologist (see proposed Condition 12).

Whilst the shared space elements of the scheme have been downgraded, some new elements of landscaping are proposed. In addition, existing pennant stone kerbs and channel setts would be retained. At present, a detailed design has not been prepared for the new landscaping elements of the scheme because a contractor has not been appointed by the Applicant to carry out the works. A condition (see proposed Condition 9) would therefore be used to secure details of the detailed design for approval by the Local Planning Authority prior to this phase of work commencing. It would be the contractor, working with the Applicant, who would prepare the detailed design drawings, including details of quality hard and soft landscaping which would need to be submitted to the Local Planning Authority.

On the basis that the final specification of materials would be secured through a planning condition, City Design Group has raised no objection to the amended scheme sought through the planning application and has raised no objection to the assessment findings presented in the ES Addendum.

Officers have concluded that the proposed development is considered to be in accordance with Policy BCS21 and BCS22 and the design presented in the amended scheme is acceptable, subject to conditions securing details of materials of landscaping elements.

(D) WOULD THE PROPOSED DEVELOPMENT HAVE AN ADVERSE IMPACT ON THE AMENITY OF RESIDENTS SURROUNDING THE SITE?

Policy BCS21 of the Core Strategy states that high quality design should consider the amenity of both existing and future development. Policies BCS23, DM33 and DM35 state that development should be sited and design in a way to avoid adverse impacts on environmental amenity by reason of pollution including: noise, vibration and air quality.

Comments have been made by members of the public relating to the impact of the proposed development on their amenity, particularly in terms of noise and vibration and air quality. Each of these issues has been considered, respectively, by the Council's Environmental Health Officer and the Council's Air Quality Officer.

With regards to noise and vibration, it is noted that many of the comments submitted by members of the public relate to vibration arising to properties along Avon Crescent resulting from the proposed speed table.

The Council's Environmental Health Officer (EHO) has responded to the application to acknowledge that speed tables can produce perceptible levels of vibration. However, even under worst-case conditions it is very unlikely that the introduction of a speed table would pose even minor damage to property, particularly when the speed table is carefully sited.

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The EHO has concluded that the proposed speed table is positioned in the best possible position on Avon Crescent, sufficiently away from most properties that could experience perceptible levels of vibration. To ensure that no damage would be done to property, the EHO has requested a planning condition be included should planning permission be granted, requiring the Applicant to provide further information on the design of the speed table and possible mitigation measures for noise and vibration. On the basis of the planning condition being included, as well as a condition for a Construction Environmental Management Plan to ensure good practice through construction, the EHO has made no objection to the proposed amendment in terms of noise and vibration pollution.

Comments have been received from neighbours expressing concern that the proposed speed table would lead to an increase in air quality emissions, owing to cars accelerating away immediately after passing over the speed table.

The Council's Air Quality Officer has considered the acceptability of the proposed amendment from an air quality perspective, including a review of the assessment within the ES Addendum.

It is considered that as there would be no material change predicted in terms of traffic flow traffic speed, there would similarly be no significant changes in emissions or concentrations of regulated pollutants. The table of results shown in the ES Addendum indicates a beneficial impact under the two scenarios of fleet emissions reduction and this is considered to be consistent with the amendment proposed.

The Air Quality Officer has concluded that the proposed amendment would not lead to an unacceptable operational impact on air quality. In terms of construction, the Officer has requested that a Construction Environmental Management Plan be secured through a planning condition to mitigate dust arising during construction.

Officers have concluded that the proposed development is considered to be in accordance with Policy BCS21, BCS23, DM33 and DM35 and that subject to planning conditions, the proposed amendment is acceptable on grounds of residential amenity relating to noise, vibration and air quality.

(E) IS THE PROPOSED DEVELOPMENT ACCEPTABLE IN TERMS OF OTHER POTENTIAL ENVIRONMENTAL EFFECTS?

The ES Addendum submitted in support of the application reports on other potential environmental effects of the amended scheme, namely nature conservation, flood risk, socio-economics and ground conditions.

Given the absence of biodiversity features in and around Avon Crescent, it is considered that the Applicant's ES Addendum to conclude that there would be no effects on biodiversity is acceptable.

In terms of flood risk, the Applicant's conclusion that there would be no change to the overall flood risk arising from the proposed amendment at Avon Crescent is considered acceptable. As part of the wider planning permission, a new flood wall has been constructed along Cumberland Road adjacent to the Chocolate Path. As part of the detailed design work

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secured through planning condition, the Applicant would be required to submit a detailed drainage strategy confirming how the scheme would deal with surface water.

It is considered that there would be no change to the overall socio-economic effect from the proposed amendment at Avon Crescent.

In terms of ground conditions, the ES Addendum finds that the effect of the amendment would be negligible which is accepted. As part of the detailed design work secured through planning condition, the Applicant would be required to submit a scheme confirming how risks associated with contamination would be dealt with should contamination arise during construction.

CONCLUSION

The key driver for the scheme approved at Avon Crescent in 2014, is concepts to reduce the volume and speed of motorised through traffic. This matter has therefore been carefully considered by the Applicant and Officers in Transport Development Management in order to agree measures which would make the development acceptable on highway safety grounds.

Officers in Transport Development Management have concluded that the shared space aspect of the scheme has been replaced with other highway safety measures which would have the same effects relating to traffic speed and traffic volume. Subject to further information being provided once contractors are appointed to develop the detailed design, the amended scheme is considered acceptable in terms of pedestrian and cyclist safety. A revised parking layout to ensure appropriate access to Underfall Yard for larger vehicles / boats is retained would be secured through a specific planning condition.

Whilst the shared space elements of the scheme have been downgraded from a design perspective, some new elements of landscaping are proposed which are supported by City Design Group. A condition (see proposed Condition 9) would be used to secure details of the detailed design and quality material palette for approval by the Local Planning Authority prior to this phase of work commencing.

In terms of other matters arising from the scheme, the proposed development is in accordance with all other relevant policies in the Development Plan. This is evidenced either through information submitted in support of the application, to made acceptable by securing further information by way of planning conditions.

The application is recommended for approval subject to the conditions attached to this report.

Section 73 applications act as a new planning permission, and as such the list of planning conditions needs to be reviewed. In this case, as development on other phases of the planning permission has commenced the 'time limit' condition is not appropriate. The list of approved plans condition (Condition 16) sets out those plans that have been approved with the planning permission granted in 2014 which remain extant, as well as those plans approved through the subsequent discharge of planning conditions.

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COMMUNITY INFRASTRUCTURE LEVY

The CIL total for this development is £nil.

RECOMMENDED GRANTED subject to condition(s)

Pre-commencement condition(s)

1. Site specific Construction Environmental Management Plan

In relation to the control of pollution and minimisation of harm to the local areas and wildlife during the construction stage of the development and beyond:

- i) No development shall commence until a site-specific Construction Environmental Management Plan (CEMP) for that phase identified on the Works Programme Phasing Plan approved as part of Condition 14 has been prepared, submitted and approved by the Local Planning Authority.
- ii) The CEMP must demonstrate the adoption of best practicable means to reduce the effects of noise, vibration, dust and other air borne pollutants and site lighting and include but not necessarily be limited to the following:
 - 1. Procedures for maintaining good public relations including complaint management, public consultation and liaison.
 - 2. Strategy for dealing with contamination including the arrangements for dealing with contamination not expected or planned for within the strategy and a soil sampling methodology for materials to be used in public areas.
 - 3. Arrangements for liaison with the Local Planning Authority's Pollution Control Team and on site presence to enable appropriate responses to matters such as unforeseen contamination.
 - 4. The employment of an Environmental Clerk of Works, unless otherwise agreed in writing by the Local Planning Authority.
 - 5. All works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed with the Local Planning Authority, shall be carried out only between the hours of 08 00 Hours and 18 00 Hours on Mondays to Fridays and 08 00 and 13 00 Hours on Saturdays and at no time on Sundays and Bank Holidays. Any activity audible at the site boundary or other places agreed in the CEMP outside the hours above require prior approval in writing by the Local Planning Authority. Approval will only be given for works necessary due to exceptional circumstances, health and safety, dewatering operations or unavoidable works including works relation to the railway. In all cases the best practicable means to reduce noise to the lowest possible level will need to be demonstrated for approval.
 - 6. Mitigation measures as defined by BS 5528: Parts 1 and 2: 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works.
 - 7. Procedures for emergency deviation of the agreed working hours.
 - 8. The use of a 'Consideration Contractors' or similar regime and arrangements for site induction for workforce highlighting pollution prevention and awareness.

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9. Control measures for dust and other air-borne pollutants to include particular measures to protect any local resident who may have a particular susceptibility to airborne pollutants as necessary.
 10. Measures for controlling the use of site lighting whether required for safe working or for security reasons.
 11. Site security.
 12. Fuel oil spillage, bunding, delivery and use and how both minor and major spillage will be dealt with. Any fuels being stored on site during construction must be bunded and kept at least 10 metres away from any watercourse.
 13. Containment of silt/soil contaminated run off, the control and removal of spoil and wastes and disposal of contaminated drainage, including water pumped from excavations and leachate from ditch drainage.
 14. The treatment and removal of suspended solids from surface water run-off during construction works and measures to prevent building material finding its way into a watercourse.
 15. Odour control measures.
 16. Measures for the prevention of tracking mud off site from vehicles.
 17. Proposals for the temporary stockpiling of soil and spoil and proposals for the testing of soils to be used in soft landscaping areas for contamination.
 18. All site clearance and construction works to be in accordance with the Environmental Statement Volume 2, Chapter 10 Nature Conservation November 2013.
 19. Arrangements for briefing contractors and sub-contractors on the importance of the ecological features which are to be retained on site and the ecological value of the adjacent SNCI in particular.
 20. How access for the Environment Agency Operations Delivery team can be provided to the watercourses on the route throughout the construction phases.
 21. A Code of Practice and Traffic Management Plan that will include procedures to notify and consult with business and residential property owners and/or occupiers affected during the construction phases and such plans to show how access arrangements will be maintained for all vehicle types.
- iii) The approved CEMP shall be implemented to the satisfaction of the Local Planning Authority unless otherwise agreed in writing with the Local Planning Authority.

Reason: To prevent and minimise nuisance, harm to the environment and pollution, and to ensure access for the Environment Agency throughout construction.

2. External lighting

Prior to commencement of each phase of works agreed in accordance with the Works Programme Phasing Plan approved as part of Condition 14, details for any proposed external lighting along the section of the route that encompasses Cumberland Road including Bathurst Basin and which adjoins the River Avon (part of) Site of Nature Conservation Interest shall be submitted and agreed in writing by the Local Planning Authority. The approved details, which shall include a lux level contour plan and should seek to ensure no light spill outside of the site boundaries, shall be carried out in strict accordance with that approval.

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Reason: To conserve legally protected bats and other nocturnal wildlife.

3. Protection of retained trees and other vegetation during the construction period

No work of any kind shall take place until the Local Planning Authority has approved in writing, for that phase of work in accordance with the Works Programme Phasing Plan approved as part of Condition 14, the location and design of protective fences in accordance with BS5837 for trees to be retained and the approved protective fencing details have been erected. The Local Planning Authority shall be given not less than two weeks prior written notice by the developer of the commencement of works on the site in order that the Council may verify in writing that the approved tree protection measures are in place when the work commences. The approved fence(s) shall be in place before any equipment, machinery or materials are brought on to the site for the purposes of the development and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Within the fenced area(s) there shall be no scaffolding, no stockpiling or any materials or soil, no machinery or other equipment parked or operated, no traffic over the root system, no changes to the soil level, no excavation of trenches, no site huts, no fires lit, no dumping of toxic chemicals and no retained trees shall be used for winching purposes. If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Council.

Reason: To protect the retained trees and other vegetation from damage during construction and in recognition of the contribution which the retained trees and vegetation give and will continue to give to the amenity and ecology of the area.

4. Submission and approval of replacement tree planting scheme

No development shall take place, for that phase of work in accordance with the Works Programme Phasing Plan approved as part of Condition 14, until there has been submitted to and approved in writing by the Local Planning Authority a scheme of replacement tree planting for the phase of work, contributing to 55 replacement trees across the scheme. The details shall include locations, species, stock size, staking and guarding and establishment arrangements of each tree as well as a programme of works for the planting of the trees. The approved scheme shall be implemented so that planting can be carried out during the first planting season following the commencement of the AVTM MetroBus service. The trees 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 Local Planning Authority gives written consent to any variation.

Reason: To ensure that the development provides adequate mitigation for the loss of the trees on the site and complies with the Bristol Tree Replacement Standard.

5. Use and supply of construction materials

Prior to the commencement of each phase of work in accordance with the Works Programme Phasing Plan approved as part of Condition 14, a written scheme shall be

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submitted to and approved by the Local Planning Authority that sets targets for the use and supply of materials including:

- a) Volume of materials from reclaimed or recycled material for use in the permanent works.
- b) Volume of bulk fill and sub-base material specified and used in the project from previously used material.
- c) Use of locally sourced materials.
- d) Replacing primary aggregates with secondary aggregates.
- e) Very low levels of waste material generated to landfill.
- f) Surplus materials given to adjacent construction projects.

Unless otherwise agreed in writing by the Local Planning Authority, the development shall achieve the approved targets and prior to opening to the public of the last defined work phase a verification report shall be submitted to the Local Planning Authority confirming that the targets have been met.

Reason: To minimise waste, maximise recycling of material in order to minimise energy and natural resource use.

6. Drainage

Prior to the commencement of each phase of work in accordance with the Works Programme Phasing Plan approved as part of Condition 14, a detailed strategy confirming how the development will deal with drainage of surface water shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in accordance with the approved detailed design prior to the commencement of that phase.

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

7. Coal – site investigation

Prior to the commencement of each phase of work in accordance with the Works Programme Phasing Plan approved as part of Condition 14, a site investigation, in addition to any assessment provided with the planning application, shall be completed to confirm the presence/absence of shallow/surface workings within the Development High Risk Area, and shall be submitted to and approved in writing by the Local Planning Authority. The investigation shall include standard remedial and/or protection practice mitigation measures, such as stabilisation or consolidation of workings, in the event that shallow/surface workings are encountered. 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.

Reason: To ensure that the development takes account of existing ground conditions.

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8. Contamination

Prior to the commencement of each phase of work in accordance with the Works Programme Phasing Plan approved as part of Condition 14, the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved in writing by the Local Planning Authority.

1. A preliminary risk assessment which has identified:
 - All previous uses.
 - Potential contaminants associated with those uses.
 - A conceptual model of the site indicating sources, pathways and receptors.
 - Potentially unacceptable risks arising from contamination of the site.
2. A site investigation scheme based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
3. The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to those components require the express consent of the Local Planning Authority. The scheme shall be implemented as approved.

Reason: To protect controlled waters.

9. Submission of full design details include variations

The following aspects of the scheme numbered i-v shall be submitted as a coordinated submission in relation to each phase of work in accordance with the Works Programme Phasing Plan approved as part of Condition 14, and be approved in writing by the Local Planning Authority before the works approved in that work phase are begun.

- i. All hard landscaping (including paving, surfaces, edge details and the retention and reinstatement of existing pennant stone kerbs, cased iron kerb edges and stone sett channels).
- ii. Soft landscaping showing existing planting to be retained and new planting (including species, planting sizes, planting densities, planting soils, planting pits and staking, root barriers to enable planting to be carried out in close proximity to underground services, flood retention ponds, ground and earth modelling).
- iii. Street furniture and equipment (including signals, control equipment and signage).
- iv. Street lighting (including a lighting level contour plan to assess light spill impacts).
- v. Bus stop infrastructure.

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In drawings submitted to satisfy this condition the following amendments to the drawings submitted with the application shall be made:

1. Parking layout within Avon Crescent to ensure that an appropriate means of access is retained to Underfall Yard.
2. Review of crossing points in Avon Crescent so that they observe pedestrian desire lines, and associated landscaping.

Unless alternative times for implementation are otherwise agreed in writing by the Local Planning Authority, the scheme shall be implemented in accordance with the plans approved under this condition prior to the commencement of the AVTM MetroBus service with the exception that planting may be carried out no later than during the first planting season following the commencement of the AVTM MetroBus service. All retained and newly planted materials shall be maintained for five years from the first use of any part of the road by the public 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 Local Planning Authority gives written consent to any variation.

Reason: To ensure a coordinated design of the elements identified so as to ensure the satisfactory appearance and functioning of the development, in the interests of the protecting and enhancing the character of the site and the areas and to ensure its appearance is satisfactory.

10. Details of speed table

There shall be no installation of a speed table at the northern end of Avon Crescent until details of its design, any noise or vibration mitigation measures, likely noise and any likely noise or vibration impacts on neighbouring residential properties has been submitted to and approved in writing by the Council.

The approved scheme shall be implemented prior to commencement of the use and be permanently maintained thereafter.

Reason: In the interests of residential amenity.

Pre-occupation condition(s)

11. Reporting of unexpected contamination

If during development contamination not previously identified under Condition 8 is found to be present at the site then no further development (unless otherwise agreed in writing by the Local Planning Authority) shall be carried out until the Applicant has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

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.

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12. To ensure the conduct of a watching brief during development groundworks

The Applicant shall ensure that all groundworks, including geotechnical works are monitored and recorded by an archaeologist or an archaeological organisation to be approved by the Local Planning Authority and in accordance with the approved Written Scheme of Investigation (received 23 February 2018).

Reason: To record remains of archaeological interest before destruction.

13. Installation of speed table and vehicle run over – Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the speed table and vehicle run over have been completed in accordance with the approved plans.

Reason: In the interests of highway safety.

Post occupation management condition(s)

14. Construction Phases

The construction of the development hereby approved shall not proceed other than in accordance with the approved Works Programme Phasing Plan (drawing ref: 201749-PA-522 P5) unless the Local Planning Authority gives written consent for any variation.

Reason: It is necessary that the stages of development and the provision of associated infrastructure follow a co-ordinated sequence and in order to minimise construction impacts and to enable conditions to be discharged for parts of the scheme to facilitate the sequencing of the approval of further details and construction.

15. Temporary construction compounds

Unless otherwise agreed in writing by the Local Planning Authority, the temporary construction compounds hereby approved shall be discontinued and the land restored to its former condition within six months from the commencement of the AVTM MetroBus service.

Reason: To maintain the character and appearance of the City Docks Conservation Area and Redcliffe Conservation Area and the general amenity of the area.

List of approved plans

16. 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.

201749-PA-01C Red site location plan (1 of 9), received 17 December 2013
201749-PA-02C Red site location plan (2 of 9), received 17 December 2013
201749-PA-03C Red site location plan (3 of 9), received 17 December 2013
201749-PA-04C Red site location plan (4 of 9), received 17 December 2013

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201749-PA-05C Red site location plan (5 of 9), received 17 December 2013
 201749-PA-06C Red site location plan (6 of 9), received 17 December 2013
 201749-PA-07C Red site location plan (7 of 9), received 17 December 2013
 201749-PA-08C Red site location plan (8 of 9), received 17 December 2013
 201749-PA-09C Red site location plan (9 of 9), received 17 December 2013
 201749-PA-201 P3 Proposed general arrangement sheet 1, received 17 December 2013
 201749-PA-202 P3 Proposed general arrangement sheet 2, received 17 December 2013
 201749-PA-209 P3 Proposed general arrangement sheet 9, received 17 December 2013
 201749-PA-210 P3 Proposed general arrangement sheet 10, received 17 December 2013
 201749-PA-211 P3 Proposed general arrangement sheet 11, received 17 December 2013
 201749-PA-302 Landscape proposals Cumberland road, received 17 December 2013
 201749-PA-317-319 P2 Landscape proposals Redclif Hill, received 17 December 2013
 201749-PA-512 P1 Extent of demolition, received 17 December 2013
 201749-PA-516 Bus stop detail 1 of 2, received 17 December 2013
 201749-PA-517 P1 Bus stop detail 2 of 2, received 17 December 2013
 201749-PA-518 P2 Temporary construction compounds, received 17 December 2013
 R05-04 T1 Cumberland road wall sections 1 of 2, received 17 December 2013
 R05-05 T1 Cumberland road wall sections 2 of 2, received 17 December 2013
 R05-06 T1 Cumberland Road wall railings, received 17 December 2013
 R06-01 T1 Avon Crescent retaining wall, received 17 December 2013
 AVTM-PA-501 Cross section chainage 3275m, received 17 December 2013
 AVTM-PA-502 P1 Cross section chainage 3350m, received 17 December 2013
 AVTM-PA-503 P1 Cross section chainage 3400m, received 17 December 2013
 AVTM-PA-504 P1 Cross section chainage 3550m, received 17 December 2013
 AVTM-PA-505 P1 Cross section chainage 3750m, received 17 December 2013
 AVTM-PA-506 P1 Cross section chainage 4220m, received 17 December 2013
 AVTM-PA-507 P1 Cross section chainage 4950m, received 17 December 2013
 AVTM-PA-508 P1 Cross section chainage 4980m, received 17 December 2013
 AVTM-PA-509 P1 Cross section chainage 5000m, received 17 December 2013
 AVTM-PA-510 P1 Cross section chainage 5275m, received 17 December 2013
 AVTM-SK-12 P1 Commercial Road flood protection, received 17 December 2013
 AVTM-SK-13 P1 Commercial Road flood protection xsections, received 17 December 2013
 AVTM-X-GA-SK32 Landscape proposals Wapping Wharf, received 17 December 2013
 201749-PA-203 P3 Proposed general arrangement sheet 3, received 17 December 2013
 201749-PA-204 P3 Proposed general arrangement sheet 4, received 17 December 2013
 201749-PA-205 P3 Proposed general arrangement sheet 5, received 17 December 2013
 201749-PA-206 P3 Proposed general arrangement sheet 6, received 17 December 2013
 201749-PA-207 P3 Proposed general arrangement sheet 7, received 17 December 2013
 201749-PA-208 P3 Proposed general arrangement sheet 8, received 17 December 2013
 Environmental Statement Volume 2, Chapter 10 Nature Conservation – November 2013, received 17 December 2013
 DH0245-C001 D Redcliff Hill inbound Site clearance, received 9 March 2015
 DH0245-C002 D Redcliff Hill Inbound Kerbs and Surfaces + turning head tracking drawing, received 9 March 2015
 DH0245-C003 D Redcliff Hill inbound Drainage and ducting, received 9 March 2015
 DH0245-C004 B Redcliff Hill Signing, received 2 December 2014
 DH0245-C005 B Redcliff Hill Inbound Road markings, received 2 December 2014
 DH0245-C007 D Redcliff Hill inbound Construction Drawings General Arrangement, received 9 March 2015
 DH0245-C009 Redcliff Hill Tree Protection Plan, received 2 December 2014
 DH0245-C011 C Site clearance Redcliffe Roundabout, received 9 March 2015
 DH0245-C012 C Kerbs and surfaces Redcliffe Roundabout, received 9 March 2015
 DH0245-C013 C Ducts and drainage Redcliffe Roundabout, received 9 March 2015

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DH0245-C014 C Road markings and levels Redcliffe Roundabout, received 9 March 2015
DH0245-C015 C Signing drawing Redcliffe Roundabout, received 9 March 2015
DH0245-C016 C Cross sections around central island Redcliffe Roundabout, received 9 March 2015
DH0245-C017 C General Arrangement Redcliffe Roundabout, received 9 March 2015
DH0245-C111 Redcliff Hill Outbound Site Clearance, received 2 December 2014
DH0245-C113 Redcliff Hill Outbound Road marking and setting out, received 2 December 2014
DH0245-C114 Redcliff Hill Outbound General Arrangement, received 2 December 2014
DH0245-C141 Commercial Road Signs, road markings and tree pit, received 2 December 2014
DH0245-C142 Commercial Road General Arrangement, received 2 December 2014
Use and Supply of Construction Materials Planning condition 8, received 2 December 2014
Arboricultural Method Statement Planning condition 7 (ii), received 2 December 2014
GAV TMR-SK-033 Bathurst Basin Bridges Street Lighting 50% Lux Contour Plot, received 23 February 2015
Written Scheme of Investigation for a Programme of Archaeological Work, received 23 February 2015
Construction Environmental Management Plan Planning Condition 3, received 9 March 2015
370125 8 Bay Landmark Plate MK1A, received 26 June 2015
370127 6 Bay Landmark MK1a Plate Roof - Metrobus, received 26 June 2015
Materials Management Plan (MMP) Form Section 2 & Section 3 Ashton Vale to Temple Meads Rapid Transport Scheme, received 4 November 2015
201749-PA-209 P4 Planning Application General Arrangement Sheet 9 of 11, received 6 November 2015
201749-PA-210 P4 Planning Application General Arrangement Sheet 10 of 11, received 6 November 2015
E14067-C111 A Redcliff Hill Southbound Site Clearance, received 6 November 2015
E14067-C112 A Bedminster Bridge works Kerbs & Surfaces, received 6 November 2015
E14067-C113 A Bedminster Bridge works Ducts & Drainage, received 6 November 2015
E14067-C115 A Redcliff Hill Southbound Road markings & Setting Out, received 6 November 2015
E14067-C150 A Redcliff Hill southbound works General arrangement, received 6 November 2015
MET_AVTM_013 0 Cumberland Road / Bus Link Rd Traffic Signal General Arrangement, received 8 January 2016
TBC-1 Bristol Bus Route Railing Detail, received 1 February 2016
C12149 Site Management Plan, received 18 April 2016
AVTM-3-GA-DRG-100 T5 Bathurst Basin Bridges Site Clearance, received 27 May 2016
AVTM-3-GA-DRG-102 T5 Bathurst basin Bridges Pavements, Kerbs and Railing Details Sheet 2 of 2, received 27 May 2016
AVTM-3-DRG-B02-014 C3 Bathurst Basin Bridges New Bridge Commercial Road River Wall, received 27 May 2016
AVTM-3-GA-DRG-101 C2 Bathurst Basin Bridges Pavements, Kerbs and Railing Details Sheet 1 of 2, received 27 October 2016
AVTM-3-GA-DRG-103 C2 Bathurst Basin Bridges Highway Setting Out Details Sheet 1 of 2, received 27 October 2016
AVTM-3-GA-DRG-104 C1 Bathurst Basin Bridges Highway Setting Out Details Sheet 2 of 2, received 27 October 2016
AVTM-3-GA-DRG-105 C2 Bathurst basin Bridges Highway Cross Sections Sheet 1 of 2, received 27 October 2016
AVTM-3-GA-DRG-106 C1 Bathurst Basin Bridges Highway Cross Sections Sheet 2 of 2, received 27 October 2016

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AVTM-3-GA-DRG-107 C2 Bathurst Basin Bridges Road Markings and Traffic Signs Sheet 1 of 2, received 27 October 2016
 AVTM-3-GA-DRG-108 C1 Bathurst Basin Bridges Road Markings and Traffic Signs Sheet 2 of 2, received 27 October 2016
 AVTM-3-GA-DRG-109 C2 Bathurst Basin Bridges Street Lighting, Ducting and Drainage Sheet 1 of 2, received 27 October 2016
 AVTM-3-GA-DRG-110 C2 Bathurst Basin Bridges Street Lighting, Ducting and Drainage Sheet 2 of 2, received 27 October 2016
 AVTM-3-GA-DRG-111 C2 Bathurst Basin Bridges Surface Water Drainage Inspection Chamber Details, received 27 October 2016
 AVTM-3-TPP-DRG-001 C2 Bathurst Basin Bridges Tree Protection Plans Sheet 1, received 27 October 2016
 AVTM-3-TPP-DRG-002 C2 Bathurst Basin Bridges Tree Protection Plans Sheet 2, received 27 October 2016
 AVTM-3-TPP-DRG-003 C2 Bathurst Basin Bridges Gods Garden Tree Planting, received 27 October 2016
 AVTM-3-DRG-B02-008 C2 Bathurst Basin Bridges New Bridge Bridge Deck Reinforcement Details, received 27 October 2016
 AVTM-3-DRG-B02-013 C2 Bathurst Basin Bridges New Bridge Gods Garden Access Steps, received 27 October 2016
 AVTM-3-ST-DRG-B02-001 C4 Bathurst Basin Bridges New Bridge General Arrangement, received 27 October 2016
 AVTM-3-ST-DRG-B02-002 C6 Bathurst Basin Bridges New Bridge Site Limits & Site Clearance, received 27 October 2016
 AVTM-3-ST-DRG-B02-003 C4 Bathurst Basin Bridges New Bridge Work Phases, received 27 October 2016
 AVTM-3-ST-DRG-B02-004 Bathurst Basin Bridges New Bridge Pile Details, received 27 October 2016
 AVTM-3-ST-DRG-B02-005 C3 Bathurst basin Bridges New Bridge Steelwork Layout, received 27 October 2016
 AVTM-3-ST-DRG-B02-006 C2 Bathurst basin Bridges New Bridge Steelwork Details, received 27 October 2016
 AVTM-3-ST-DRG-B02-007 C4 Bathurst Basin Bridges New Bridge Concrete Outline, received 27 October 2016
 AVTM-3-ST-DRG-B02-009 C2 Bathurst Basin Bridges New Bridge End Screen Reinforcement Details, received 27 October 2016
 AVTM-3-ST-DRG-B02-010 C3 Bathurst Basin Bridges New Bridge Waterproofing and General Details, received 27 October 2016
 AVTM-3-ST-DRG-B02-011 C2 Bathurst Basin Bridges New Bridge SE Retaining Wall General Arrangement, received 27 October 2016
 AVTM-3-ST-DRG-B02-012 C2 Bathurst Bain Bridges New Bridge SE Retaining Wall General Arrangement, received 27 October 2016
 AVTM-3-ST-DRG-B02-015 C3 Bathurst Basin Bridges Northeast and Southwest Wingwalls General Arrangement, received 27 October 2016
 AVTM-3-ST-DRG-B02-016 C3 Bathurst Basin Bridges New Bridge Wingwall Reinforcement Details, received 27 October 2016
 AVTM-3-ST-DRG-B02-017 C2 Bathurst Basin Bridges North Abutment Stub Wall, received 27 October 2016
 287587A-HHE-300-008 P2 FENCING 8 OF 9, received 20 March 2017
 287587A-HHE-301-001 P2 FENCING STANDARD DETAILS, received 20 March 2017
 287587A-HHE-301-002 P2 FENCING STANDARD DETAILS, received 20 March 2017
 287587A-HHE-301-004 P2 FENCING STANDARD DETAILS, received 20 March 2017

Development Control Committee B – 26 September 2018

Application No. 18/02968/X

Avon Crescent, Bristol, BS1 6XQ

287587A-HHE-500-108 P3 DUCTING LAYOUT 8 OF 10 , received 20 March 2017
287587A-HHE-1100-008 P5 KERBING AND FOOTWAY LAYOUT 8 OF 10, received 20 March 2017
287587A-HHE-1101-001 P2 KERBING AND FOOTWAY STANDARD DETAILS 1 O F 2, received 20 March 2017
287587A-HHE-1101-002 P2 KERBING STANDARD DETAILS, received 20 March 2017
287587A-HHE-1101-003 P1 KERBING STANDARD DETAILS, received 20 March 2017
287587A-HHE-1201-001 P1 BOLLARD AND SIGNING STANDARD DETAILS, received 20 March 2017
287587A-HHE-1200-008 P2 TRAFFIC SIGNS AND ROAD MARKINGS, received 20 March 2017
287587A-HHE-1200-009 P2 TRAFFICS SIGNS AND ROAD MARKINGS 9 OF 10, received 20 March 2017
287587A-HHE-4000-002 P3 BUS STOP ARRANGEMENTS CREATE CENTRE IN AND OUT BOUND, received 20 March 2017
AVTM-3-GA-DRG-101 REV C4 BATHURST BASIN BRIDGES PAVEMENTS, KERBS AND RAILING DETAIL 1 OF 2, received 7 September 2017
AVTM-3-GA-DRG-107 REV C5 BATHURST BASIN BRIDGES ROAD MARKINGS AND TRAFFIC SIGNS SHEET 1 OF 2, received 7 September 2017
201749-PA-522 P5 Construction Phase Plan, received 24 November 2017
RS15012 – SK03A Avon Crescent Planning, received 3 September 2018

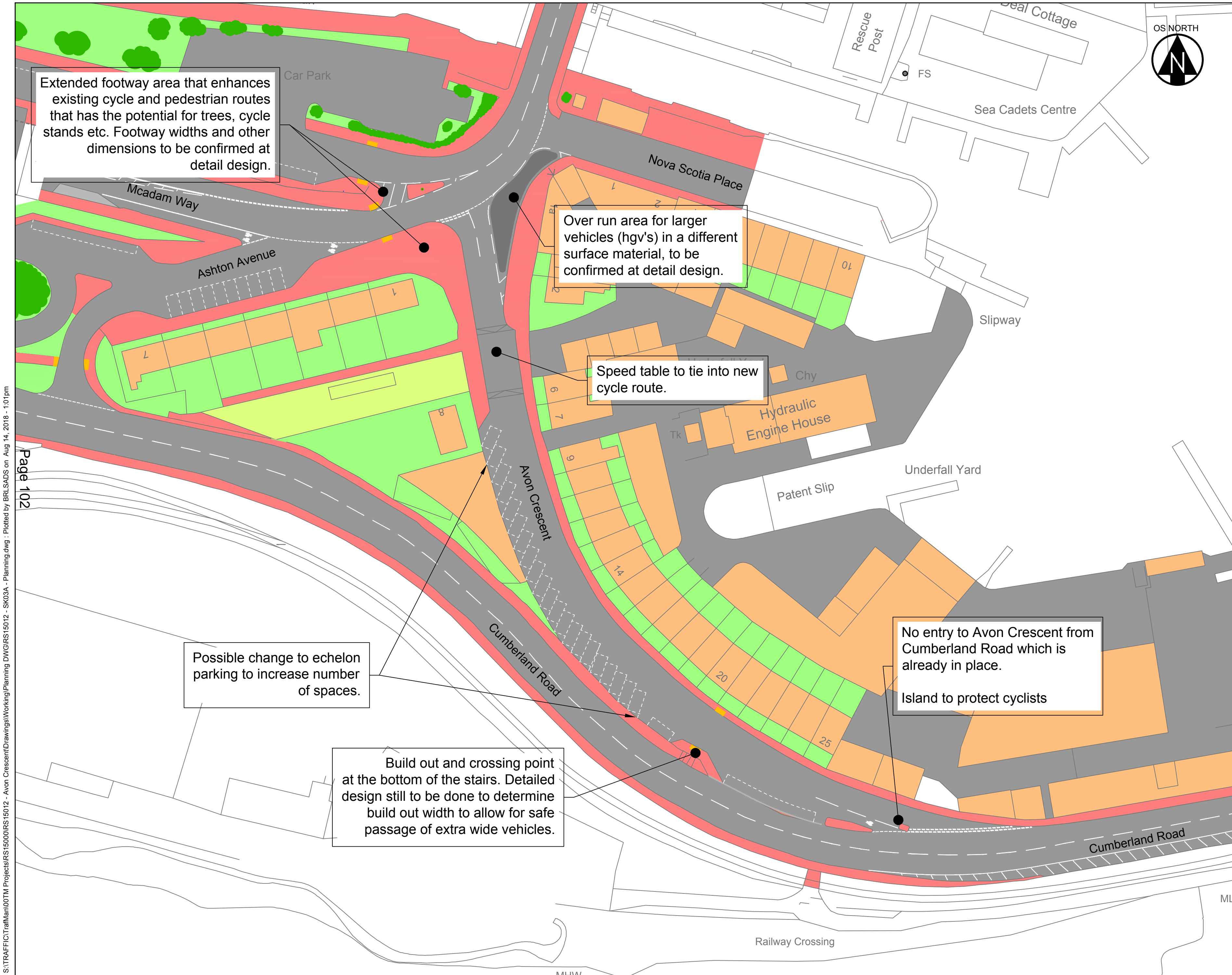
Reason: For the avoidance of doubt.

Supporting Documents

3. Avon Crescent, Bristol, BS1 6XQ

1. General arrangement - Proposed
2. General arrangement - Approved

S:\TRAFFIC\TrafMan\00TM Projects\RS15000\RS15012 - Avon Crescent\Drawings\Planning DWG\RS15012 - SK03A - Planning.dwg : Plotted by BRLSADS on Aug 14, 2018 - 1:01pm



- Soft landscaped areas
- Hard landscaped areas - vehicular traffic
- Hard landscaped areas - pedestrian / cyclists
- Existing buildings
- Approved new cycle route
- Outline of existing overpass

Rev.	DATE	Description	By

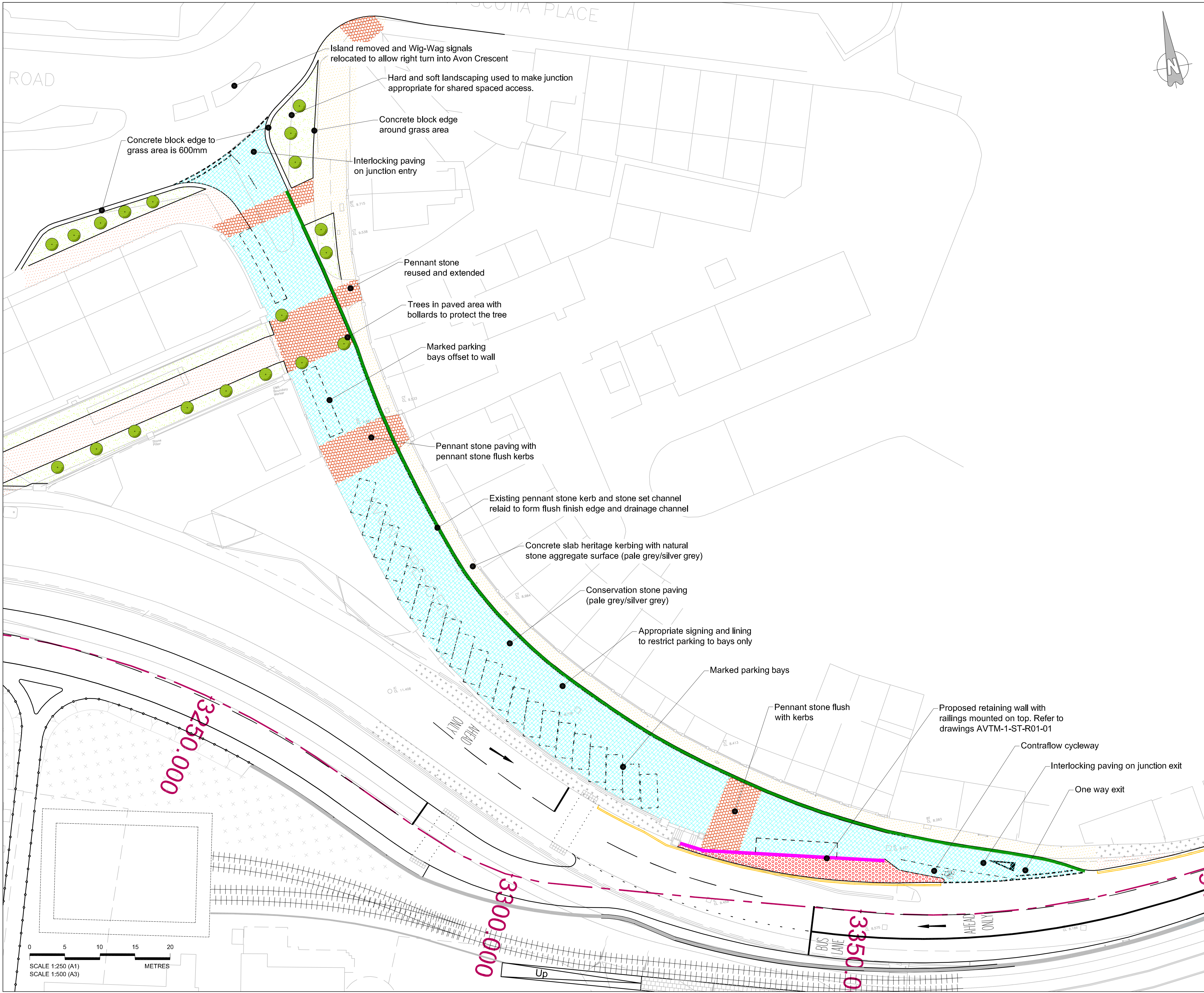
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Growth & Regeneration

Peter Mann (Director of Transport)
City Hall
PO Box 3176
Bristol
BS3 9FS

TRANSPORT
Avon Crescent
Planning
DRAFT

Dwg	RS15012 - SK03A
Revision	Drawn ADS
Scale 1/500 @ A2	Date 14/08/2018



Notes:

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General Notes:

1. All dimensions are in metres, unless specified
2. Do not scale from this drawing
3. Horizontal and vertical alignment is based upon Topographical Survey dated October 2009

Key:

- Retaining wall
- Existing footways
- Concrete slab heritage paving with natural stone aggregate surface (pale grey/silver grey)
- Grass Mix A (verge)
- Pennant Stone paving.
- Raised conservation stone paving (pale grey/ silver grey) set flush with adjacent footway
- Bitumen surface footpath
- Stone set channel
- Proposed Tree
- Conservation stone pedestrian deterrent paving

Rev	By	Chkd	Apprvd	Date	Description
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Client

West of England

Bath & North East Somerset Council

North Somerset Council

South Gloucestershire Council

travel

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Project

**BRISTOL METROBUS
ASHTON VALE to TEMPLE MEADS
and BRISTOL CITY CENTRE**

Drawing

**AVON CRESCENT
SHARED SPACE DETAIL**

Drawn by: JA	Date: 04/10/2013
Checked by: PF	Date: 13/11/2013
Approved by: BS	Date: 29/11/2013

Drawing No.	Revision
201749-PA-316	P1

Drawing Scale: 1:250 @ A1

Drawing file path & name
X-reference file path
User and Plot Date