

Development Control B Committee

Agenda



Date: Wednesday, 11 November 2020

Time: 2.00 pm

Venue: Virtual Meeting - Zoom Committee Meeting
with Public Access via YouTube

Distribution:

Councillors: Richard Eddy (Vice-Chair), Lesley Alexander, Tom Brook (Chair), Mike Davies, Fi Hance, Chris Jackson, Ollie Mead, Jo Sergeant, Clive Stevens, Nicola Bowden-Jones and Sultan Khan

Copies to: Gary Collins and Jeremy Livitt

Issued by: Jeremy Livitt, Democratic Services
City Hall, PO Box 3167, Bristol, BS3 9FS
E-mail: democratic.services@bristol.gov.uk
Date: Monday, 2 November 2020



Agenda

1. Welcome, Introduction and Safety Information

2.00 pm

(Pages 4 - 6)

2. Apologies for Absence

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 held on 14th October 2020

To agree the minutes of the last meeting as a correct record.

(Pages 7 - 14)

5. Appeals

To note appeals lodged, imminent public inquiries and appeals awaiting decision.

(Pages 15 - 24)

6. Enforcement

To note enforcement notices.

(Page 25)

7. Public forum

Anyone 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 5th November 2020.**

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 12 Noon on Tuesday 10th November 2020.**

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

Anyone who wishes to present their public forum statement, question or petition at the zoom meeting must register their interest by giving at least two clear working days' notice prior to the meeting **by 2pm on Monday 9th November 2020.**

PLEASE NOTE THAT IN ACCORDANCE WITH THE NEW STANDING ORDERS AGREED BY BRISTOL CITY COUNCIL, YOU MUST SUBMIT EITHER A STATEMENT, PETITION OR QUESTION TO ACCOMPANY YOUR REGISTER TO SPEAK.

Please note, your time allocated to speak may have to be strictly limited if there are a lot of submissions. This may be as short as one minute.

8. Planning and Development

To consider the following applications for Development Control Committee B - **(Page 26)**

- a) Planning Application Number 20/03831/NB - Grange Court, Grange Road, Westbury-on-Trym (Pages 27 - 95)**
- b) Planning Application Number 20/02864/F - Windmill Pub, 14 Windmill Hill and 3 Eldon Terrace (Pages 96 - 112)**

9. Date of Next Meeting

The next meeting is scheduled to be held at 6pm on Wednesday 9th December 2020 as a remote zoom meeting.



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 <https://www.bristol.gov.uk/council-meetings>

Covid-19: changes to how we hold public meetings

Following changes to government rules, we will use video conferencing to hold all public meetings, including Cabinet, Full Council, regulatory meetings (where planning and licensing decisions are made) and scrutiny.

Councillors will take decisions remotely and the meetings will be broadcast live on YouTube.

Members of the public who wish to present their public forum in person during the video conference must register their interest by giving at least two clear working days' notice to Democratic Services of the request. To take part in the meeting, you will be required to register for a Zoom account, so that Democratic Services is able to match your named Zoom account to your public forum submission, and send you the password protected link and the instructions required to join the Zoom meeting to make your statement or ask your supplementary question(s).

As part of our security arrangements, please note that we will not permit access to the meeting if your Zoom credentials do not match your public forum submission credentials. This is in the interests of helping to ensure a safe meeting environment for all attending or observing proceedings via a live broadcast.

Please note: Members of the public will only be invited into the meeting for the duration of their submission and then be removed to permit the next public forum participant to speak.

Changes to 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 Members and will be published on the Council's website before the meeting. Please send it to democratic.services@bristol.gov.uk. 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 **5pm three clear working days before the meeting**.
- Any statement submitted should be no longer than one side of A4 paper. For copyright reasons, we are unable to reproduce or publish newspaper or magazine articles that may be attached to statements.
- **Your intention to attend the meeting must be received no later than two clear working days in advance. The meeting agenda will clearly state the relevant public forum deadlines.**



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, published on the website and within the minutes. Your statement or question will also be made available to the public via publication on the Council's website and may be provided upon request in response to Freedom of Information Act requests in the future.

We will try to remove personal and identifiable information. 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. Other committee papers may be placed on the council's website and information within them may be searchable on the internet.

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.
- Public Forum will be circulated to the Committee members prior to the meeting and published on the website.
- If you have arranged with Democratic Services to attend the meeting to present your statement or ask a question(s), you should log into Zoom and use the meeting link provided which will admit you to the waiting room.
- The Chair will call each submission in turn and you will be invited into the meeting. 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, and you may need to be muted if you exceed your allotted time.**
- If there are a large number of submissions on one matter, a representative may be requested to speak on the group's behalf.
- If you do not attend the meeting at which your public forum submission is being taken your statement will be noted by Members.

For further information about procedure rules please refer to our Constitution <https://www.bristol.gov.uk/how-council-decisions-are-made/constitution>

Webcasting/ Recording of meetings

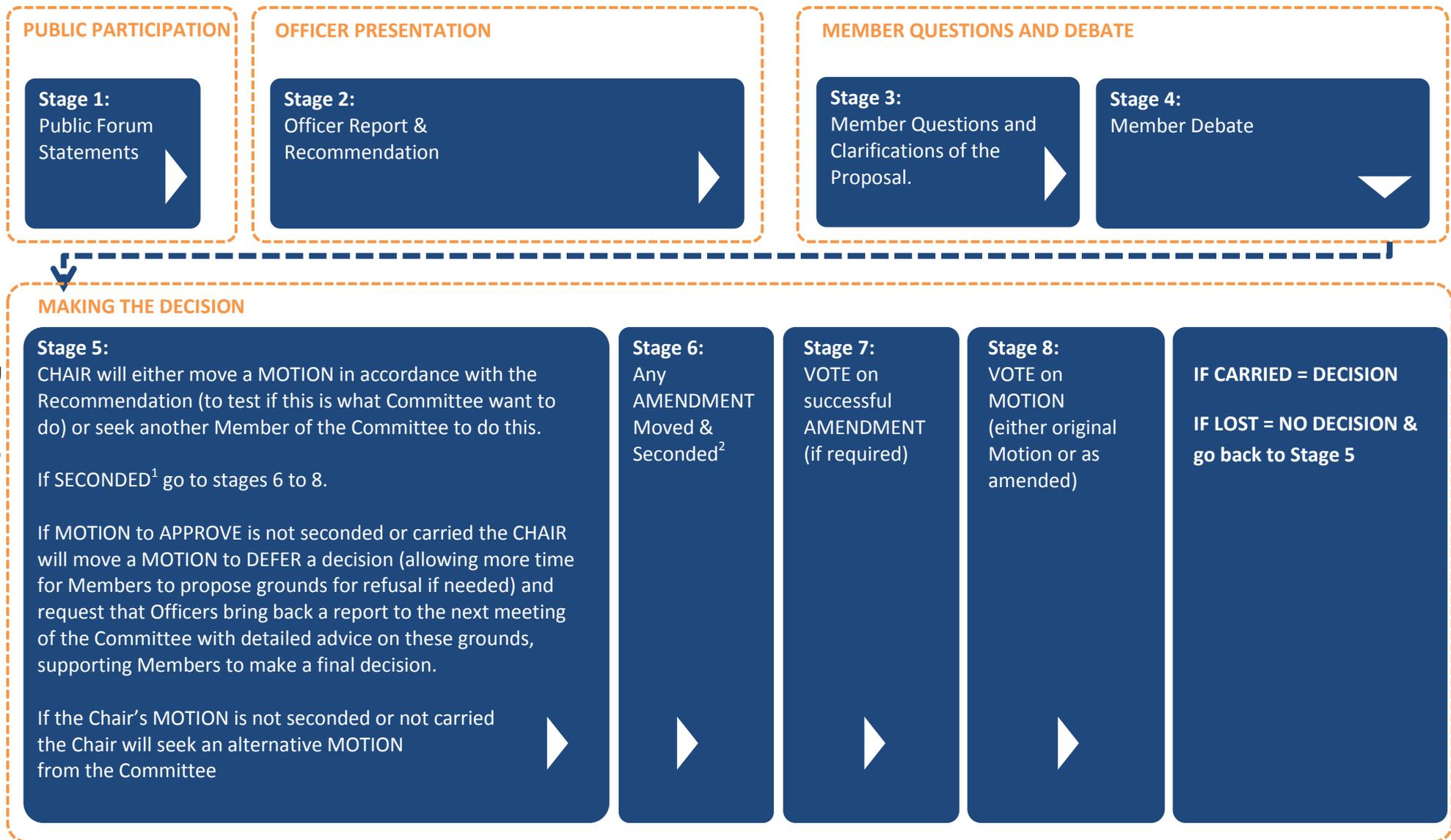
Members of the public attending meetings or taking part in Public forum are advised that all virtual public meetings including Full Council and Cabinet meetings are now broadcast live via the council's [webcasting pages](#). The whole of the meeting will be broadcast (except where there are confidential or exempt items).

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.



Development Control Committee Debate and Decision Process



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¹ A Motion must be Seconded in order to be formally accepted. If a Motion is not Seconded, the debate continues

² An Amendment can occur on any formally approved Motion (ie. one that has been Seconded) prior to Voting. An Amendment must itself be Seconded to be valid and cannot have the effect of negating the original Motion. If Vote carried at Stage7, then this becomes the Motion which is voted on at Stage 8



Bristol City Council Minutes of the Development Control B Committee

14 October 2020 at 6.00 pm



Members Present:-

Councillors: Richard Eddy (Vice-Chair), Tom Brook (Chair), Mike Davies, Fi Hance, Chris Jackson, Ollie Mead, Clive Stevens, Nicola Bowden-Jones and Sultan Khan

Officers in Attendance:-

Gary Collins and Jeremy Livitt

1. Welcome, Introduction and Safety Information

The chair welcomed all parties to the meeting.

2. Apologies for Absence

Apologies for absence were received from Councillor Lesley Alexander.

3. Declarations of Interest

Declarations of Interest were received from:

Councillor Richard Eddy in respect of Planning Application Number 20/01930/F - Police Dog & Horse Training Centre Clange Road Bristol BS3 2JY – as a former member of Destination Bristol who have an interest in this application. However, he indicated that his views were not influenced by them.

Councillor Chris Jackson in respect of Planning Application Number 20/01930/F - Police Dog & Horse Training Centre Clange Road Bristol BS3 2JY – as a member of the Caravan and Motoring Club. However, he retained an open mind concerning this application.

Councillor Clive Stevens indicated that he had written a book about Local Democracy and was a member of the Bristol Tree Forum until 2016. However, neither of these impeded his ability to consider both planning applications at today's meeting with an open mind.



Councillor Fi Hance who used to have a child at Cotham School. However, this did not affect her ability to consider Planning Application Number 20/03288/VP Stoke Lodge Sports Ground Shirehampton Road Sea Mills Bristol on its merits.

4. Minutes of the previous meeting held on 16th September 2020

Councillor Tom Brook moved, seconded by Councillor Richard Eddy and it was

RESOLVED - that the minutes of the above meeting be confirmed as a correct record.

5. Appeals

Officers made the following comments concerning this report:

Number 11 - Ground Floor Hamilton House 80 Stokes Croft Bristol BS1 3QY – Notification for Prior Approval for a proposed change of use of a building from use class B1 (Office) to a Dwelling House (Class C3). Block C, Ground Floor - 1 Unit.

Confirmation was awaited concerning the date of a virtual hearing.

Number 60 - Plot Of Land Fronting Former 164 - 188 Bath Road Totterdown Bristol BS4 3EF - Removal of the 3 no. existing hoarding advertisement signs, and installation of 2no. illuminated digital advertisements on support legs

The Committee had approved one application and refused the other, in accordance with the officer recommendation. However, this appeal had been allowed. The Inspector felt that on balance the digital advert would not be a distraction for drivers. However, no costs had been applied for.

Officers confirmed that applicants for digital advertising on other sites could not use this decision as a precedent and then re-apply with their applications, because an appeal decision such as this had been decided on its own merits. Officers would continue to argue that any potential distraction from hoarding advertisement signs needed to be taken into account in any decision, on a site by site basis and would always feed back to the Committee the implications of any appeal decision in such cases.

6. Enforcement

Officers drew attention to the two enforcement notices that had been served since the last meeting.

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 set out below:

9. 20/03288/VP - Stoke Lodge Sports Ground, Shirehampton Road

Officers introduced this report and made the following comments:

- The Ash Tree in question was shown on a diagram displayed to the meeting, including an aerial photograph from 2016.
- A photograph showed the footpath, as well as the ash tree, tower and fence
- A rough drawing of the position of the tree highlighted its form
- A wound on the branch of the tree was causing decay. Other branches were growing around the tower.
- The benefit of pruning the tree is that it would only subsequently require a single further occurrence of pruning to recover. If the branches around were not removed at the same time, the tower would touch the branches due to future growth and cause damage to the tree and the tower
- Regular pruning requires significant resources from the tree to recover from pruning works. Pruning all nearby branches will ensure the building does not damage the tree for several years. This would allow recovery over a 10 year period
- Tree Management Policy (TMP) – Bristol City Council’s TMP did not undertake the removal of nuisance trees subject to proof that they were overhanging. However, the resident has a right in common law to prune the tree back to the boundary. This reduces the financial burden to Bristol City Council not to prune all the branches
- Trees in urban areas need management

Officers made the following responses to Councillors’ questions:

- There would be a very small proportion of the tree that needed to be pruned. Pruning back the trunk would allow the trees’ natural defences to seal over the wound and for it to recover. This was urgently needed and would create a worse situation if the pruning did not take place
- The Local Planning Authority received 3 to 4,000 applications under the Planning Act. In each case, an assessment had to be made and a judgement taken by officers under delegated authority. The Local Member, Councillor Goulandris, had exercised his right to refer this matter to Committee under the ward member referral system. Since the constitution uses the word application for Development Control Committees, it had been deemed that this does cover Tree Preservation Orders
- In assessing whether or not a tree needed pruning, officers assessed the proportion of canopy that would need to be removed and would not impact on the trees’ ability to photosynthesis. It was only a small amount in this case and in the professional opinion of the Tree Arboricultural Officer it would not be dangerous to the tree. However, when a branch was pruned, it took a



lot of stored energy to callous over a wound and so reducing the amount of times that pruning took place was important

- The Committee needed to consider the application in front of it and could not therefore request the one branch hitting the tree to be removed
- Whilst there would not be any short term difficulty in just removing the one branch, the other branches would interact with the building and cause problems in five to ten years' time
- The assessment of each individual tree was done according to British Standard 3998:2010 and to prevent any further damage to the tree. The use of pruning was a means of carrying this out. There were no plans to change the status of this tree's status operating under a Tree Preservation Order. If a tree needed to be felled, a replacement tree would be planted
- There might be a marginal risk to the tree of ash die back as this did happen to trees that were already weak.
- Although some of the Public Forum Statements had acknowledged that the policy only required works to a tree with a TPO if there was an actual nuisance, the TPM did nevertheless give a common law right to make an application to prune a tree back to the building line
- The land was tenanted to the school which therefore had the common law right to carry out the works
- If carried out, the works would ideally take place in mid-winter (ie January 2021)
- If the application was refused, the school could either apply for a fresh application or appeal the decision
- There were approximately five to seven branches that needed pruning on the pavilion side and two to three over the path. The largest branch was approximately 10 to 15 cm and the remaining branch was 7 to 8 cm

Committee members made the following comments:

- The two comments from Councillor Goulondris should be noted. The works amounted to butchery if they went ahead and would make the trees look like a lollipop. They were very severe. The views of the Tree Forum and Tree Champion should also be considered. The Committee should vote against the application
- The proposal was to cut a number of small branches and would not be butchery. Whilst the views of residents should be noted, the wellbeing of the pavilion and students needed to be taken account of. Therefore, the application should be supported
- It was disappointing to see that the Committee was being caught again in the ongoing dispute between Cotham School and nearby residents. The proposed works were not butchery. It was good that the tree only needed to be pruned once and tree surgeons should not be asked to keep pruning it back. It was also important that children should have access to sports facilities. The tree will not die and will grow back.
- The objection seemed to be mainly due to the ongoing legal dispute between the school and residents. The application should be supported
- The Arboricultural Officer comments were persuasive. It was important that this had come to Committee to ensure that the democratic process was followed and to allow members to have their say.



- It would be good if a compromise could be found to this situation

Councillor Mike Davies moved, seconded by Councillor Olly Mead and upon being put to the vote it was

RESOLVED (7 for, 1 against, 1 abstention) – that the application be approved as set out in the report.

10 20/01930/F - Police Dog and Horse Training Centre, Clanage Road

Officers introduced this report and made the following comments:

- The site is located adjacent to a disused railway line to the east.
- There are proposals to bring the line back into use. On the western side is Ashton Court, to the south is Bedminster Cricket Club and other open areas, to the east is the city and the Brunel overpass with the River Avon running along the eastern side of the site
- A Public Right of Way surrounds the site to the south and east, the site itself has been disused for some time and was previously occupied by Avon and Somerset Police. A footbridge allows access to the city
- The southern part of the site is undeveloped – various images were shown of the buildings inside the site
- The caravan club operates at an existing site at Baltic Wharf. The proposal is for 62 pitches (58 are all weather), and 4 grass pitches and a proposal for the erection of 3 buildings. There is one single access area to the central part of the site and the lowering the boundary wall is proposed to improve visibility.
- The site is within the green belt and in Flood Zone 3 adjacent to the Ashton Court Estate which is a Grade 2* historic park
- The application is similar to the 2016 application which was refused on Green Belt, Impact on the Conservation Area, Highway safety and Flood Risk grounds. Officers' view was that there had been little change in the proposal apart from the highways situation
- Since the area of land is within the Green Belt, some weight could be given to the fact that it was a brownfield (previously developed) site. However, the policy aim is to keep the area of land permanently open. Whilst part of the site is brownfield the development of this part of the site could be accepted, however, the southern part of the site is not included in any of the exceptions as it is open greenfield land and development would be noticeable and harmful to the Green Belt. The policy states in these circumstances that an application could therefore only be approved in very special circumstances
- Whilst it was noted that there are other sites available outside the Green Belt and development of the Baltic Wharf side had no bearing on the application, these special circumstances were not accepted. However, circumstances such as economic and tourism benefits of the proposed development are acknowledged, however, this does not override the issue of the impact on the Green Belt
- The Bower Ashton Conservation Area and City Docks Conservation Area were noted. The purpose of this area was to retain a buffer between the city and Ashton Court Estate and to preserve its setting.
- An image of the proposed 58 pitches was shown. These would be materially different to the rest of the site and would be prominent and visible.



- Officer's view was that the caravans were not discrete and would operate almost to full occupancy all year round and visible from public viewpoints, which would conflict with the Conservation Area and Green Belt aims.
- Whilst officers acknowledged the comment from the applicant that the parcel of land to the south could be used for the Bristol to Portishead Railway Line, it was noted that this had not yet been approved.
- The proposed 57 lights would create an illuminance and also illuminance from the caravans themselves making the development visible at night from views further away. Therefore, officers were recommending refusal on heritage grounds
- There is a high probability of flooding on the site. The Flood Risk Assessment from the applicants was noted and officers considered the development did not pass the sequential test as other sites outside of Flood Zone 3 were identified within the site search.
- The other test was an exception test. Criteria A considered the wider sustainability and benefits ie economic and tourism, whilst Criteria B considered the assessment of the Environment Agency and BCC's Flood Risk Team assessing a risk to life and property, both consultees object to the application and not satisfied the site could be evacuated safely in the event of a flood. The Flood Map extended to the south and since Clange Road had a steep hill, it would be difficult to evacuate 62 caravans. Therefore, refusal was recommended on these grounds
- There are 9 individual trees on the western side of the site proposed to be felled. Officers objected to the loss of two trees (T9 Sycamore and T19 Silver Birch). The advice from the Tree Officer was that neither the tree (T19) canopy nor the tree roots would impact the proposed building. T9 should be retained by rearranging pitches.
- Whilst the previous application had been refused on highway safety grounds, following the applicant's submission of details of access and turning areas, officers considered that this was now acceptable provided the access was widened and the boundary wall reduced in height
- Ecology – there was no objection from the Ecology officer or from Natural England
- Sustainability – the proposal was policy compliant
- Officers therefore recommended refusal of the application on the grounds of the Green Belt, Heritage Assets, Flood Risk and removal of category B trees

In response to members' questions, officers made the following comments:

- Whilst BCC was not obliged to treat the concerns of the Environment Agency as a veto of the application, they should be given greater weight as they held greater powers than other consultees. If Councillors were minded to approve the application, it would need to be referred to the Secretary of State on the grounds of their objection and as a departure from Green Belt Policy
- The application needed to be assessed on its merits. The role of the green belt was to create an area where there was no development and had to be assessed against an increased harm to openness
- The Avon Green Belt was designated in 1957. Whilst the Environment Agency did not record when this area was last flooded, it was recorded in the planning database as an area of high risk. Officers' view was that it was not appropriate for it to be considered an exception. The date of designation was unimportant since it was a key material consideration. Since it was designated in Flood Zone 3, this was the highest level of flood risk and was likely to increase
- Whilst the rationale of support as being of benefit to the city was noted from organisations such as Destination Bristol and Business West, the Committee needed to balance this against the



impact on the site

- No objection had been received to the proposal and submitted HRA from Natural England. Officer confirmed a heritage statement had been submitted.
- The site was approximately 1 mile from Baltic Wharf which was also in Flood Zone 3. Officers assessed the site according to policy for each site. It was noted that there were different flood defences around Spike Island. In addition, the application being determined was a live application, not a historic one like Spike Island. The existing flood risk remained a problem for the Spike Island site and housing proposals that were coming forward soon
- Even if the application was refused, there remained potential at the site around the developed areas of the site since the Green Belt policy does allow exceptions on brownfield land.

Committee Members made the following comments:

- Whilst officers recommendations concerning the site were noted, it was needed for development due to the existing situation at the Baltic Wharf site. It was not oppressive and should be allowed with officers being given delegated authority to negotiate conditions including the retention of the two trees identified by officers
- A study had shown the significant impact the 70-pitch caravan site made to the economy. Since the Caravan Club had managed the risk despite a Flood 3 risk on the Baltic Wharf site, this site should be acceptable even within the Green Belt area. There had been no damage to Ashton Court or Heritage Assets and therefore should be supported
- The compromise made by the applicant in respect of the original highway concerns should be noted. Whilst there were flood risks, these were unlikely to impact enormously on the development. It was important to support businesses such as this. The application should therefore be supported
- Whilst there was an economic benefit to the city, the application should not be supported in view of the flood risk and the Environment Agency's objection
- The business community were likely to support this application in all circumstances. In view of the flood risk at the Spike Island site, members should consider whether they would support an application there if it was made now. Whilst the site could be evacuated promptly, it should not be supported if any housing was proposed for the site. Officers needed to provide an assurance that the issues of ecological damage to the site and the reduction of ASB could be addressed. However, the report was very thorough
- The issue of flood risk and green belt could be addressed through the referral to the Secretary of State in the event of the application being approved. However, the issues of the retention of the two trees identified by the officers and the disturbance from the lights at the caravan site needed to be addressed
- Whilst this application was in a historic site, there were other instances elsewhere in the country where this worked. It would be short-sighted not to approve this application that would help the economy of the city. However, the issue of the loss of the two trees identified by the officers needed to be addressed
- The issues of the Green Belt and Flood Risk could be dealt with by reference to the Secretary of State. However, the two trees needed to be safeguarded.



Councillor Tom Brook moved and it was seconded by Councillor Fi Hance that the recommendations contained in the report to refuse this application be supported. Upon being put to the vote, this was LOST (2 for, 7 against).

It was then moved by Councillor Mike Davies, seconded by Councillor Richard Eddy, to grant permission, subject to referral to the Secretary of State and upon being put to the vote, it was

RESOLVED (8 for, 1 abstention) – that the Committee is minded to approve the application and officers are requested to refer it to the Secretary of State due to the fact that it is a departure from the Development Plan and due to the Environment Agency’s objection on flood risk and that officers be delegated to prepare appropriate conditions subject to a condition to ensure trees T9 (Sycamore) and T19 (Silver Birch) are retained and also that there is a mitigation strategy for the lighting from the caravans on the site.

11 Date of Next Meeting

It was noted that the next meeting is scheduled to be held as a remote zoom meeting at 2pm on Wednesday 11th November 2020.

Meeting ended at 8.50 pm

CHAIR _____



DEVELOPMENT CONTROL COMMITTEE B

11th November 2020

REPORT OF THE DIRECTOR: DEVELOPMENT OF PLACE

LIST OF CURRENT APPEALS

Householder appeal

Item	Ward	Address, description and appeal type	Date lodged
1	Bishopston & Ashley Down	11 Beloe Road Bristol BS7 8RB Demolition of existing garage and replacement with new double storey side extension. Appeal against refusal Delegated decision	01/10/2020
2	Bedminster	35 British Road Bristol BS3 3BS Proposed rear dormer window together with balcony and velux windows. Appeal against refusal Delegated decision	06/10/2020
3	St George Troopers Hill	42 Nicholas Lane Bristol BS5 8TL A single storey extension is proposed to the rear of the property with a roof terrace accessed from the rear bedroom. Appeal against refusal Delegated decision	12/10/2020
4	Lawrence Hill	1 Milsom Street Bristol BS5 0SS First floor extension to rear, with external staircase, and light well to front. Appeal against refusal Delegated decision	12/10/2020
5	Brislington West	2 Gotley Road Bristol BS4 5AS Demolition of existing garage and boundary wall and construction of new garage with loft annex and new boundary wall. Appeal against refusal Delegated decision	28/10/2020

Informal hearing

Item	Ward	Address, description and appeal type	Date of hearing
6	Ashley	Block C Fifth Floor Hamilton House 80 Stokes Croft Bristol BS1 3QY Notification for Prior Approval for a proposed change of use of a building from use class B1 (Office) to a dwellinghouse (Class C3). Block C5 - 5 Units. Appeal against refusal Delegated decision	TBA
7	Ashley	Block B First Floor Hamilton House 80 Stokes Croft Bristol BS1 3QY Notification for Prior Approval for a proposed change of use of a building from use class B1 (Office) to a dwellinghouse (Class C3). Block B1 - 4 unit. Appeal against refusal Delegated decision	TBA
8	Ashley	Block B Fourth Floor Hamilton House 80 Stokes Croft Bristol BS1 3QY Notification for Prior Approval for a proposed change of use of a building from use class B1 (Office) to a dwellinghouse (Class C3). Block B4 - 3 Units Appeal against refusal Delegated decision	TBA
9	Ashley	Block B Fifth Floor Hamilton House 80 Stokes Croft Bristol BS1 3QY Notification for Prior Approval for a proposed change of use of a building from use class B1 (Office) to a dwellinghouse (Class C3). Block B5 - 4 Units Appeal against refusal Delegated decision	TBA
10	Ashley	Block C First Floor Hamilton House 80 Stokes Croft Bristol BS1 3QY Notification for Prior Approval for a proposed change of use of a building from use class B1 (Office) to a dwellinghouse (Class C3). Block C1 - 5 units Appeal against refusal Delegated decision	TBA
11	Ashley	Block C Fourth Floors Hamilton House 80 Stokes Croft Bristol BS1 3QY Notification for Prior Approval for a proposed change of use of a building from use class B1 (Office) to a dwellinghouse (Class C3). Block C4 - 5 units. Appeal against refusal Delegated decision	TBA

12	Ashley	Ground Floor Hamilton House 80 Stokes Croft Bristol BS1 3QY Notification for Prior Approval for a proposed change of use of a building from use class B1 (Office) to a dwellinghouse (Class C3). Block C, Ground Floor - 1 Unit. Appeal against refusal Delegated decision	TBA
13	Southville	Former Pring And St Hill Ltd Malago Road Bristol BS3 4JH Redevelopment of the site to provide 74 No. student cluster units and 40 No. affordable housing units (social rented), flexible ground floor community/commercial use (Use class A1-A5/D1/B1). Landscaping , access and public realm works and associated works to the Malago Road. (Major Application) Appeal against refusal Committee	TBA
14	Southville	Former Pring And St Hill Ltd Malago Road Bristol BS3 4JH Redevelopment to provide student accommodation across four development blocks, landscaping, access, public realm works and associated works to the Malago River. Appeal against non-determination Delegated decision	TBA

Public inquiry

Item	Ward	Address, description and appeal type	Date of inquiry
15	Southville	St Catherines Place Shopping Centre East Street Bedminster Bristol BS3 4HG Full planning application for comprehensive redevelopment of the site to provide mixed use development comprising 205 residential dwellings (Class C3), 1288sqm of new retail, leisure and commercial space including a cinema (Class A1, A3, D2), refurbishment of existing retail facilities together with parking and amenity space, vehicular access, servicing arrangements, public realm, landscaping and associated works. (Major). Appeal against refusal Committee	TBA

Written representation

Item	Ward	Address, description and appeal type	Date lodged
16	Stoke Bishop	Casa Mia Bramble Lane Bristol BS9 1RD Demolition of existing dwelling (Casa Mia) and erection of four detached residential dwellings with associated garages, refuse storage, internal access road and landscaping (resubmission of application 17/07096/F). Appeal against non-determination Delegated decision	24/02/2020
17	Central	Slug And Lettuce 26 - 28 St Nicholas Street Bristol BS1 1UB Refurbishment of existing customer external seating area to include provision of two wooden pergolas and a seating Appeal against refusal Delegated decision	12/05/2020
18	Central	Slug & Lettuce 26 - 28 St Nicholas Street Bristol BS1 1UB Replacement internally illuminated oval sign above passage way entrance from Corn Street and internally illuminated wall mounted menu box sign within passageway. New externally illuminated projecting sign to Corn Street frontage. Appeal against refusal Delegated decision	12/05/2020
19	Central	Slug & Lettuce 26 - 28 St Nicholas Street Bristol BS1 1UB Externally illuminated hanging sign adjacent to gated passageway from Corn Street and internally illuminated menu box within passageway. Internally illuminated oval sign, above metal entrance gate from Corn Street. Appeal against refusal Delegated decision	12/05/2020
20	Easton	77 - 83 Church Road Redfield Bristol BS5 9JR Outline application for the erection of a four-storey building comprising 2no. ground floor retail units and 9no. self-contained flats at first, second and third floor levels, with matters of scale, layout and access to be considered (landscaping and design reserved). Appeal against refusal Delegated decision	12/05/2020
21	Clifton Down	104 Pembroke Road Clifton Bristol BS8 3EQ Enforcement notice appeal for replacement windows without planning permission. Appeal against an enforcement notice	14/05/2020

22	Frome Vale	67 Symington Road Bristol BS16 2LN One bedroom single storey dwelling in the rear garden of the existing property. Appeal against refusal Delegated decision	19/05/2020
23	Stockwood	2 Harrington Road Bristol BS14 8LD Erection of detached house and associated parking on land to the rear of 2 & 4 Harrington Road, Stockwood. (Self build). Appeal against refusal Delegated decision	19/05/2020
24	Stockwood	2 Harrington Road Bristol BS14 8LD Erection of 2-bed detached house and associated parking on land to the rear of 2 & 4 Harrington Road, Stockwood. (Self Build). Appeal against refusal Delegated decision	19/05/2020
25	Brislington West	Wyevale Garden Centre Bath Road Brislington Bristol BS31 2AD Creation of hardstanding for the purpose of ancillary storage. Appeal against refusal Delegated decision	22/05/2020
26	Redland	44 - 46 Coldharbour Road Bristol BS6 7NA Conversion of existing buildings from mixed use retail (ground floor) with residential maisonette (first and second floor) to five residential flats (4 no. additional flats) with building operations including ground and roof extensions, and roof terraces. Appeal against refusal Delegated decision	22/05/2020
27	Bishopston & Ashley Down	281 Gloucester Road Bishopston Bristol BS7 8NY Erection of canopy and metal glazed enclosure to the existing outdoor seating area to the front of the premises. Appeal against non-determination Delegated decision	12/06/2020
28	Central	9A Union Street Bristol BS1 2DD Change of use of first and second floors from a Class A1 use (Retail) to a House in Multiple Occupation, with 7no. bedrooms (sui generis). Proposed solar panel array at roof level. Appeal against non-determination	30/06/2020

29	Frome Vale	110 Oldbury Court Road Bristol BS16 2JQ Demolition of an existing garage and erection of 3 new houses within the garden of an existing end of terrace property. Appeal against refusal Delegated decision	11/08/2020
30	Clifton Down	41 Alma Vale Road Bristol BS8 2HL Enforcement notice appeal for use of ground floor and basement levels of building as domestic storage. Appeal against an enforcement notice	14/08/2020
31	Hillfields	21 Moorlands Road Fishponds Bristol BS16 3LF Detached dwelling. Appeal against refusal Delegated decision	17/08/2020
32	Southmead	533 Southmead Road Bristol BS10 5NG To extend and modify an existing structure to provide a new 1-bedroom house on a plot fronting Felstead Road. Appeal against refusal Delegated decision	18/08/2020
33	Avonmouth & Lawrence Weston	50 Church Leaze Bristol BS11 9SZ Erection of one dwelling house, parking and associated development. Appeal against refusal Delegated decision	20/08/2020
34	Ashley	Land Between 95 & 103 North Road Bishopston Bristol BS6 5AQ Retention of shipping container. Appeal against refusal Delegated decision	21/08/2020
35	Bishopston & Ashley Down	Land At 281A-D & 283A Gloucester Road Bishopston Bristol BS7 8NY Enforcement notice for the erection of canopy structure without planning permission. Appeal against an enforcement notice	28/08/2020
36	Redland	36 Woodstock Road Bristol BS6 7EP Erection of a structure on garage roof. Appeal against refusal Delegated decision	01/09/2020

37	Redland	36 Woodstock Road Bristol BS6 7EP Enforcement notice appeal for installation of timber/glazed structure at end of rear garden without planning permission. Appeal against an enforcement notice	01/09/2020
38	Avonmouth & Lawrence Weston	Giant Goram Barrowmead Drive Bristol BS11 0JT Demolition of the former Giant Goram public house and the development of 7 dwellings with associated private amenity space and parking. Appeal against refusal Delegated decision	03/09/2020
39	Ashley	79 Effingham Road Bristol BS6 5AY Enforcement notice appeal for formation and use of roof as outdoor amenity area/roof terrace including installation of railings. Appeal against an enforcement notice	03/09/2020
40	Ashley	79 Effingham Road Bristol BS6 5AY First floor balcony over flat roof rear extension, with part roofed area and privacy screening. Appeal against refusal Delegated decision	03/09/2020
41	Henbury & Brentry	The Lodge Carriage Drive Bristol BS10 6TE Sycamore Tree T3 - Crown reduce canopy by a maximum of 30%. TPO 1148 Appeal against refusal Delegated decision	07/09/2020
42	Avonmouth & Lawrence Weston	8 St Andrews Road Avonmouth Bristol BS11 9EU Change of use from single dwelling house, to two self-contained 2no. bed flats (Retrospective). Appeal against refusal Delegated decision	14/09/2020
43	Avonmouth & Lawrence Weston	26 Woodwell Road Bristol BS11 9UW Erection of extension to create a single dwellinghouse with associated works. Appeal against refusal Delegated decision	14/09/2020
44	Eastville	2 Welsford Road Bristol BS16 1BS Two storey side extension to form a 3 bedroom separate dwelling. Two storey rear extension and loft conversion and landscaping in the rear garden with log cabin. Appeal against refusal Delegated decision	15/09/2020

45	St George West	Land At Junction Of Church Road And Chalks Road Bristol Erection of a four-storey building comprising a cafe bar (A4) at ground floor level and 9no. self-contained flats at first, second and third floor level. Appeal against refusal Delegated decision	15/09/2020
46	Westbury-on-Trym & Henleaze	47 Henleaze Avenue Bristol BS9 4EU Retrospective application for removal of wall and formation of vehicular access and hardstanding. Appeal against refusal Delegated decision	16/09/2020
47	Westbury-on-Trym & Henleaze	47 Henleaze Avenue Bristol BS9 4EU Enforcement notice appeal for the removal of boundary wall and formation of parking space. Appeal against refusal	16/09/2020
48	Central	Telecoms Installation St Clements House Marsh Street City Centre Bristol Application to determine if prior approval is required for a proposed - Telecommunications equipment. Appeal against refusal Delegated decision	24/09/2020
49	Avonmouth & Lawrence Weston	6 Springfield Lawns Station Road Shirehampton Bristol BS11 9TY 6 x Lawson Cypress - Felling including stubbing out to the rear of 6 Springfield Lawns. TPO 097. Appeal against refusal Delegated decision	28/09/2020
50	Avonmouth & Lawrence Weston	122 Portview Road Bristol BS11 9JB Proposed demolition the existing buildings, erection of a three storey building to accommodate 6 no. flats. Appeal against refusal Delegated decision	30/09/2020
51	Avonmouth & Lawrence Weston	Telecommunications Mast Smoke Lane Bristol BS11 9BP Proposed Telecommunications upgrade. Proposed 20.0m AGL Phase 7 monopole c/w wrapround cabinet at base and associated ancillary works. Appeal against refusal Delegated decision	06/10/2020

52	Eastville	12 Lodge Causeway Bristol BS16 3HY Change of use from existing family dwellinghouse (C3) to a House of Multiple Occupation (HMO) with 8 bed-spaces (sui generis), incorporating a single-storey rear extension and all associated works. Appeal against refusal Delegated decision	12/10/2020
53	Horfield	6 Filton Grove Bristol BS7 0AJ Proposed 2 bedroom house. Appeal against refusal Delegated decision	14/10/2020
54	Filwood	Inns Court Avenue Bristol Application to determine if prior approval is required for a proposed telecommunications upgrade. Proposed 20.0m AGL Phase 7 monopole c/w wraparound cabinet at base and associated ancillary works. Appeal against refusal Delegated decision	16/10/2020
55	Cotham	24 Cotham Vale Bristol BS6 6HR Enforcement notice appeal without planning permission the change of use of the property to a HMO. Appeal against an enforcement notice	21/10/2020
56	Clifton Down	6-8 Belgrave Hill Bristol BS8 2UA Proposed development of a single dwelling (Use Class C3) with associated external works (Self Build). Appeal against refusal Committee	26/10/2020
57	Lawrence Hill	Unit 5 & 6 Marketside Industrial Site Albert Road Bristol BS2 0WA Upgrade of 1no. poster panel to digital LED display advertisement (single-sided). Appeal against refusal Committee	27/10/2020

List of appeal decisions

Item	Ward	Address, description and appeal type	Decision and date decided
58	Hartcliffe & Witherwood	32 Hollisters Drive Bristol BS13 0EX Proposed first floor extension to existing house, demolition of garage and erection of one new dwelling. Appeal against refusal Delegated decision	Appeal dismissed 20/10/2020

59	Southmead	37 Ullswater Road Bristol BS10 6DH Proposed two storey extension to accommodate a 3no. bed single dwelling house. Appeal against refusal Delegated decision	Appeal dismissed 27/10/2020
60	Southville	145 - 147 East Street Bedminster Bristol BS3 4EJ Proposed roof extension, with linking external enclosed staircase from the first floor. Appeal against refusal Delegated decision	Appeal allowed 13/10/2020
61	Henbury & Brentry	30 Charlton Mead Drive Bristol BS10 6LG Construction of a new dwelling on the existing site at 30 Charlton Mead Drive. Appeal against refusal Delegated decision	Appeal dismissed 22/10/2020
62	Eastville	27 Baileys Mead Road Bristol BS16 1AE Erection of a two storey extension, roof alteration and rear dormers roof extension. Appeal against refusal Delegated decision	Appeal dismissed 07/10/2020
63	Windmill Hill	72 Bedminster Road Bristol BS3 5NP Two storey side and single storey front and rear extension with part two storey rear element and rear dormer extension. Appeal against refusal Delegated decision	Appeal dismissed 22/10/2020
64	Southville	Car Park To Rear Of 68 To 82 Essex Street Bristol BS3 1QX Redevelopment of part of car park to provide 8no flats (Class C3). Provision of secure cycle parking, refuse storage and associated hard and soft landscaping. Appeal against non-determination	Appeal withdrawn 22/10/2020

DEVELOPMENT CONTROL COMMITTEE B

11th November 2020

REPORT OF THE DIRECTOR: DEVELOPMENT OF PLACE

LIST OF ENFORCEMENT NOTICES SERVED

No Enforcement Notices to report

Development Control Committee B 11 November 2020

Report of the Director: Development of Place

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Planning Applications

Item	Ward	Officer Recommendation	Application No/Address/Description
1	Westbury-on-Trym & Henleaze	Other	20/03831/ND - Grange Court Grange Court Road Bristol BS9 4DW Application to determine if prior approval is required for proposed two storey upward extension to comprise 14 new dwellings on detached block of flats.
2	Windmill Hill	Grant	20/02864/F - The Windmill 14 Windmill Hill & 3 Eldon Terrace Bristol BS3 4LU First-floor and raised single storey rear extensions. Change of use of The Windmill Public House from Use Class A4 and conversion into 5 flats (Use Class C3). Reinstatement of the basement beneath 3 Eldon Terrace to residential use. Minor external alterations and sub-division of the rear garden area.

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Development Control Committee B – 11 November 2020

ITEM NO. 1

WARD: Westbury-on-Trym & Henleaze

SITE ADDRESS: Grange Court Grange Court Road Bristol BS9 4DW

APPLICATION NO: 20/03831/ND Prior Notification - New dwellings

DETERMINATION DEADLINE: 13 November 2020

Application to determine if prior approval is required for proposed two storey upward extension to comprise 14 new dwellings on detached block of flats.

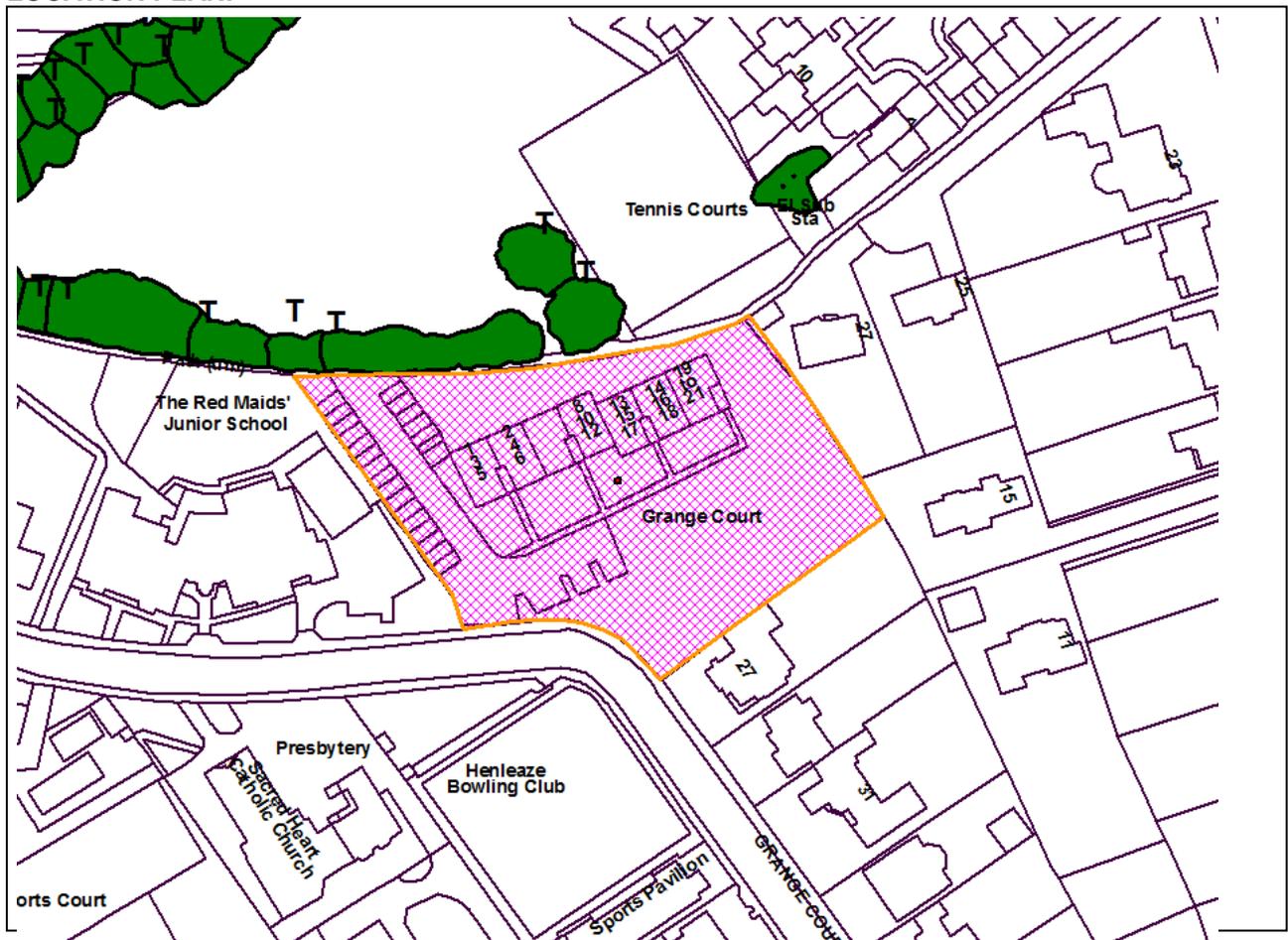
RECOMMENDATION: Prior Approval GIVEN

AGENT: CSJ Planning Consultants Ltd
1 Host Street
Bristol
BS1 5BU

APPLICANT: ERE LLP
133 Hammersmith Road
London
W14 0QL

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

LOCATION PLAN:



Development Control Committee B – 11 November 2020**Application No. 20/03831/ND : Grange Court Grange Court Road Bristol BS9 4DW****SUMMARY**

The current application is made under permitted development rights introduced by national government on 1st August 2020. This legislation allows the upward extension of three storey blocks of flats by up to two additional storeys without requiring an application for full planning permission. An application seeking the prior approval of the Local Planning Authority is however required to be made prior to commencement. This report relates to such an application for prior approval.

The application relates to Grange Court which is a three storey flat block dating from the 1970s. It is located to the northern side of Grange Court Road in Henleaze. This is adjacent to Red Maids' High School Infant & Junior School and opposite Sacred Heart Catholic Church and Henleaze Bowling Club. The building presently comprises 21 flats. It is positioned back from the road within a large, landscaped site. It is constructed from buff brick and includes a flat roof.

The development seeks to utilise permitted development rights conveyed under Schedule 2, Part 20, Class A of The Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 to extend the building upwards by two storeys to create 14 additional flats.

Following public consultation, a total of 233 objections have been received. The application has been referred for determination at Development Control Committee by Westbury-on-Trym and Henleaze ward councillors Geoff Gollop, Liz Radford and Steve Smith. The application has also been commented on by Darren Jones, Member of Parliament for Bristol North West. Significant concerns have been voiced by residents both at the site itself and in the surrounding area in relation to the impact of the development. Concerns include but are not limited to: construction noise and disturbance; increased parking on local streets and highway safety issues; the impact of the development to the character and appearance of the area; the impact to living conditions and amenity at and surrounding the site; and procedural matters relating to the application.

The Local Planning Authority can confirm that the site does qualify with the terms of the legislation and can utilise the permitted development rights. This is subject to prior approval of impacts relating to:

- (a) transport and highways impacts of the development;
- (b) air traffic and defence asset impacts of the development;
- (c) contamination risks in relation to the building;
- (d) flooding risks in relation to the building;
- (e) the external appearance of the building;
- (f) the provision of adequate natural light in all habitable rooms of the new dwellinghouses;
- (g) impact on the amenity of the existing building and neighbouring premises including overlooking, privacy and the loss of light; and
- (h) whether because of the siting of the building, the development will impact on a protected view identified in the Directions Relating to Protected Vistas dated 15 March 2012(a) issued by the Secretary of State.

Following review, no concerns are raised either by the public or by the LPA relating to impacts of the development in terms of air traffic and defence asset impacts, contamination risks, flooding risks, natural light in the proposed flats or protected views. The key issues are therefore transport and highways impacts, the external appearance of the building and impact on the amenity of the existing building and neighbouring premises. No other matters can be considered in determination of the application in accordance with guidance relating to the determination of prior approval applications.

Development Control Committee B – 11 November 2020**Application No. 20/03831/ND : Grange Court Grange Court Road Bristol BS9 4DW***Transport and Highways Impacts*

The site is well located to provide access to local shops and services in both Henleaze and Westbury-on-Trym by foot and by bike. The site also has good public transport access via bus services. No additional car parking is proposed on site however. The LPA has considered the highways implications of the development carefully in collaboration with Transport Development Management. A site visit has been undertaken and parking survey commissioned and reviewed. Despite limitations associated with snapshot parking surveys, this indicated there is good availability of car parking in close proximity of the site, including around school collection time. Given these results, the extent of car parking likely associated with 14 flats and existing highways restrictions including double yellow lines and school keep clear zig zags, it is concluded that the development would not be directly associated with highways impacts which would be of sufficient harm to warrant the refusal of prior approval.

External Appearance

In relation to the external appearance of the building, the extension does represent a considerable increase in scale to the existing building. However on balance, the Local Planning Authority does not find that this would harm the external appearance of the existing building. It is noted that the legislation only requires assessment of the impact to the external appearance of the building itself and does not reference impact to the wider area. When assessed in this regard, it is not found that the extension would cause unacceptable impact to the external appearance of the building.

Amenity of the Existing Building and Neighbouring Premises

In terms of impact the amenity of the existing building and neighbouring premises, it is recognised that the development will have a substantial impact on the lives of residents during construction. The LPA sympathises with this and proposes to attach conditions requiring submission of Construction Management Plan and Construction Environmental Management Plan to any prior approval given. Due to the temporary nature of construction impacts, these would not warrant withholding prior approval however. Due to large separation distances from neighbouring properties, the extension is not found to result in loss of light, outlook or privacy which would be harmful to amenity and living conditions experienced at neighbouring sites.

In light of the preceding assessment, the application is found to accord with all criteria of Schedule 2, Part 20, Class A of The Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020. The development qualifies as permitted development under the terms of this legislation. The Local Planning Authority has considered the issues which require its prior approval. Following review, it is found that subject to conditions, the impact of development would be acceptable. It is therefore officers' recommendation to Committee that prior approval is given subject to conditions.

Development Control Committee B – 11 November 2020**Application No. 20/03831/ND : Grange Court Grange Court Road Bristol BS9 4DW****SITE DESCRIPTION**

The site is located to the northern side of Grange Court Road, Henleaze and relates to a residential site containing a detached three storey block of flats known as 'Grange Court'. The building is positioned approximately 20m from the road, with a parking forecourt and garages to the west and landscaped garden to the south and east. The site is accessed from dropped kerb located to the northern side of the street. The building dates from the 1970's and contains a total of 21 flats. These are accessed via four separate entrances and stairwells. The building is three storeys in height and has a flat roof. It is constructed with buff brickwork. The front and rear elevations include long horizontal bands of windows, with no windows within the side elevations. The site also includes 21 single storey garages located to the western side of the site.

The surrounding area is predominantly residential in use and character, with some institutional uses also. The site shares boundaries with Red Maids' High School with the Infant & Junior School located to the west and the High School situated to the north. To the eastern side, the site shares boundaries with dwellings including 27 Grange Park, 15 Grange Park and 27 Grange Court Road. These are all two storey houses. Henleaze Bowling Club and Sacred Heart Catholic Church are located opposite to the southern side of Grange Court Road. The site is adjacent to the boundary of The Downs Conservation Area which includes Red Maids' High School to the north. Henleaze Town Centre is approximately 300m south of site and Westbury-on-Trym Town Centre is 600m north of the site.

PLANNING HISTORY

70/00878/U_U 21 two-bedroom flats with 21 garages and parking spaces for visitors

GRANTED - 15.05.1970

APPLICATION

The application is made pursuant to Schedule 2, Part 20, Class A of The Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020. It seeks the prior approval of the Local Planning Authority for construction of new dwellinghouses, in this case a total of 14 flats which would be within a two storey extension to the roof of Grange Court.

The proposed extension would align with the existing external walls of the building, increasing the height by two storeys. The extension would be 54m in width, 12m in depth and 5m in height. It would be constructed with materials to match the existing building. This would include buff brickwork, brickwork banding details, white window frames with white spandrel panels.

The proposed flats would be accessed from extended versions of the existing four stairwells. All 14 proposed flats would all include three bedrooms. Two double bedrooms would be located to the northern side of the building and a single bedroom and living area to the southern side.

Two new cycle parking stores are proposed on site. A bin store is also proposed. The bin store would be located to the western side of the building along with one of the cycle parking stores. The further cycle parking store would be located in the north western corner of the site adjacent to the western bank of existing garages. The proposed stores would be constructed with brick and include timber access doors. Cycle parking for a total of 30 bikes is proposed in the form of 15 Sheffield stands. No on site car parking is proposed.

Development Control Committee B – 11 November 2020**Application No. 20/03831/ND : Grange Court Grange Court Road Bristol BS9 4DW****COMMUNITY INVOLVEMENT**

The application has been advertised and public consultation undertaken in accordance with the requirements outlined at Paragraph B, Schedule 2, Part 20, Class A of The Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020. This outlines that the local planning authority must give notice of the proposed development—

"(a) by site display in at least one place on or near the land to which the application relates for not less than 21 days of a notice which—

- (i) describes the proposed development;*
- (ii) provides the address of the proposed development; and*
- (iii) specifies the date by which representations are to be received by the local planning authority;*

(b) by serving a notice in that form on all owners and occupiers of the flats within existing block of flats; and

(c) by serving a notice in that form on any adjoining owner or occupier".

The local planning authority has undertaken public consultation in full accordance with the requirements of the regulations above. No further community involvement is legally required in relation to this application type.

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.

RESPONSE FROM PUBLICITY AND CONSULTATION

The 21 flats at the site plus 4 neighbouring properties with which the site shares boundaries were sent neighbour notification letters relating to the application. A site notice was also displayed at the site advertising the application.

The 21 day expiry date from issuing of letters was 1st October 2020. Public submissions have been accepted to the point of publication of this report however.

A total of 234 responses have been received in relation to the application, with 233 raising objections and 1 comment raising support for the development.

Grounds of objection are summarised as follows:

- o Residents and leaseholders were not informed of the application by the freeholder prior to submission
- o Impact to living conditions and lives of residents at the site during construction due to disruption and noise pollution

Development Control Committee B – 11 November 2020**Application No. 20/03831/ND : Grange Court Grange Court Road Bristol BS9 4DW**

- o Impact of construction works to those currently shielding and isolating within the building due to COVID-19 pandemic
- o Increased traffic and parking on local streets which may cause highway safety issues
- o Impact of construction traffic including deliveries to highway safety with particular regard to adjacent schools
- o Traffic and parking issues exacerbated at certain times of day by schools, church and bowling club
- o Scale of extended building will be out of place with the surrounding area
- o The building will be an eyesore and will be higher than surrounding trees
- o Impact of taller building to the wider neighbourhood skyline, increased dominance of building will be overbearing
- o Additional massing disproportionate to original design
- o Impact to privacy experienced at adjacent properties including school to north
- o Loss of light and overshadowing of neighbouring properties
- o Impact of increased occupation and use of building in terms of fire safety through fire escape routes and fire services access
- o Costs associated with recent works for replacement of roof should be repaid to residents if works go ahead
- o Landscaping including trees may be damaged by construction works such as equipment and plant
- o Impact of light spill from the larger building effecting living conditions experienced at neighbouring properties
- o Impact to ecology at the site including protected species such as bats
- o Not clear whether the building can structurally accommodate two additional storeys
- o Potential for families, young people or students living above existing residents will be detrimental to social cohesion
- o Impact of increased occupancy to drainage and sewage infrastructure
- o Devaluing existing flats without compensation
- o Impact of works to mental health of existing occupiers
- o The application will set precedent for other similar developments locally
- o Building is not a single block of flats due to vertical physical divisions
- o Parking survey does not account for staggered collection of school children measure currently employed by school due to COVID-19
- o Parking associated with church and bowling club cannot be accommodated in addition to additional residents parking
- o Impact to adjacent heritage assets and their settings including The Downs Conservation Area and listed Old Tramways Depot and St Ursula's High School

Development Control Committee B – 11 November 2020**Application No. 20/03831/ND : Grange Court Grange Court Road Bristol BS9 4DW****CASE OFFICER RESPONSES TO PUBLIC CONSULTATION**

1. The concerns in relation to communication between the applicant and existing residents are acknowledged and sympathised with. This is a matter of courtesy and there is no requirement within the relevant legislation for this to occur. The Local Planning Authority has no power to ensure this takes place and this matter would not represent a valid reason for refusal of prior approval. The application must be considered against the criteria outlined at Schedule 2, Part 20, Class A of The Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 alone. As noted above, the Local Planning Authority has undertaken consultation in accordance with the aforementioned regulations.
2. The issue of works undertaken to the existing roof, funding and compensation for such works is a matter between leaseholders and freeholder. This is not an issue which the Council or Local Planning Authority have any power or responsibility. The current application cannot be refused on the basis of this issue.
3. Impact to the financial value of properties is not a material planning consideration and there is no requirement to consider this matter outlined within the relevant legislation.
4. It is highlighted that the legislation allows for:

"Development consisting of works for the construction of up to two additional storeys of new dwellinghouses immediately above the existing topmost residential storey on a building which is a purpose-built, detached block of flats, together with any or all—

- a) engineering operations reasonably necessary to construct the additional storeys and new dwellinghouses;
- b) works for the replacement of existing plant or installation of additional plant on the roof of the extended building reasonably necessary to service the new dwellinghouses;
- c) works for the construction of appropriate and safe access and egress to the new and existing dwellinghouses, including means of escape from fire, via additional external doors or external staircases;
- d) works for the construction of storage, waste or other ancillary facilities reasonably necessary to support the new dwellinghouses.

The legislation therefore allows for works to be undertaken to allow for the building to be made structurally sound via engineering operations as required. This does not appear to have necessitated any operations as shown on plans in this instance. However should further operations be required, the applicant would be required to seek prior approval for such operations. The development would be required to comply with all relevant Building Regulations which will ensure the structural soundness of construction. Building Regulations will also control fire safety issues. It is noted the legislation also allows alterations to the building to ensure it provides safe access and egress to the new and existing dwellinghouses, including means of escape from fire. It is the responsibility of the applicant to ensure compliance with Building Regulations. If it emerges at a later date that the development will not accord with Building Regulations, the applicant would be required to seek prior approval for operations required to make the building comply. Building Regulations approval is a separate legislative process however and is not relevant to the determination of the current application for prior approval.

Development Control Committee B – 11 November 2020**Application No. 20/03831/ND : Grange Court Grange Court Road Bristol BS9 4DW**

5. It is recognised that any development taking place at the site which includes existing residents has potential to be disruptive to the amenity and lives of inhabitants. The development proposed involving works to the roof of the building will undoubtedly be associated with some degree of increased noise and disturbance during construction. Significant extension of residential buildings whilst they remain occupied is not uncommon or unprecedented however. There are a range of examples of similar works including upward extension of occupied buildings, undertaken in Bristol in recent years. The eventual contractor will likely be aware of the sensitivity of this type of construction and would be expected to take measures in order to limit and reduce the effects to existing occupiers. The impact on the amenity of the existing building is a matter which is under consideration when determining if prior approval should be given. This will therefore be discussed later within this report. However it is raised that the impacts associated with construction works can be managed through requirement for submission of site specific Construction Management Plan and Construction Environmental Management Plan. These documents can be required as a condition of any prior approval given.
6. The Local Planning Authority notes the presence of trees and landscaping at the site. The application can only be considered against Schedule 2, Part 20, Class A of The Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020. There is no reference to assessing impact to landscaping or trees within this legislation. However, through submission of a Construction Management Plan, it will be possible to ensure construction impacts to landscaping and trees are limited. It will be required that deliveries and storage of equipment is outlined and is not sited in close proximity of trees and their root areas.
7. Similarly there is no requirement outlined within the relevant legislation for the application to be assessed for impacts to ecology. However the requirements of other legislation relating to ecology such as protected species remain relevant and the applicant must account for this. The same is true of impacts of development in terms of water and sewerage infrastructure. The applicant would be required to contact the relevant authorities to discuss connections to the networks further. An advisory note reminding the applicant of their responsibilities in relation to these issues would be applied to any eventual prior approval.
8. COVID-19 and associated restrictions and requirements for everyday living and working are recognised. Some of these restrictions are legal requirements and any eventual contractor would be required to follow current workplace legislation and guidance. Currently this relates to provision of a 'COVID secure' workplace. It is not clear whether construction work could commence on site at present in accordance with these requirements. Prior approval would be valid for three years from the date of permission however. Even if works were not to commence immediately, they may be able to commence in a safe and responsible manner in the future. This would be a matter for the contractor to determine. Any concerns that work was being undertaken in breach of COVID-19 restrictions should be reported to Avon & Somerset Police. This is not an issue which would warrant prior approval being withheld however.
9. The concerns cited by residents in relation to the impact of the application and construction on health and wellbeing of residents, particularly elderly residents is acknowledged and sympathised with. The Local Planning Authority is required by law to assess the application before it in accordance with the terms of the legislation. Beyond an assessment of impact to the amenity of the existing building and neighbouring premises including overlooking, privacy and the loss of light, there is no avenue available for the Local Planning Authority to resist the application on the basis of human impacts.
10. In terms of setting a precedent, the legislation can be utilised by any qualifying site which meets the terms set out within Schedule 2, Part 20, Class A of The Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus)

Development Control Committee B – 11 November 2020**Application No. 20/03831/ND : Grange Court Grange Court Road Bristol BS9 4DW**

Regulations 2020. An application for prior approval is required however and will be assessed on its impacts in accordance with the regulations. The impacts will vary site to site and case to case which will allow for a subjective approach. The outcome of the current application will therefore not directly influence the outcome of any subsequent application at other locations. A precedent will therefore not result.

11. In order to benefit from the permitted development rights set out within Schedule 2, Part 20, Class A, the building must be a 'a purpose-built, detached block of flats'. The concern that Grange Court does not fit this definition is noted but cannot be supported by the Local Planning Authority. The term 'block of flats' is defined within the legislation as meaning "a building which is divided horizontally and consists of separate and self-contained premises constructed for use for the purposes of a dwellinghouse, and any ancillary facilities constructed solely for use by occupiers of the building". Grange Court is a building divided horizontally and consists of separate and self-contained premises constructed for use for the purposes of a dwellinghouse. Concerns are raised that Grange Court is also divided vertically however vertical division does not necessarily mean the building is not a block of flats. It is not uncommon for flat blocks to include multiple entrances and stair wells. These features do not mark the presence of a separate block of flats. This is further clarified through the definition of "Detached" which means that the building does not share a party wall with a neighbouring building. A party wall relates to a wall which is owned by two or more parties however Grange Court has a single freeholder and does not adjoin a building in separate ownership. This is reflected by all flats sharing the same address, given the buildings detached nature. "Purpose-built" means a building that was built as and remains as a block of flats. Details of the planning permission for Grange Court are listed above. The building was built in unison as a block of flats and remains in use as a block of flats. The Local Planning Authority is satisfied that the building represents a purpose-built, detached block of flats as required by the legislation.
12. Concerns raised following public consultation relating to highways and parking issues, the appearance of the building and overlooking, loss of privacy and the loss of light to existing residents and neighbouring properties are noted. The legislation outlines that these are issues for which prior approval is required and the impacts must be assessed by the Local Planning Authority. An assessment of these impacts will follow within the forthcoming sections of this report.

ELECTED MEMEBERS & AMENITY GROUP RESPONSES

Member of Parliament for Bristol North West, Darren Jones has commented raising concerns in relation to the application.

The letter submitted outlines the view that the development proposed should be considered as a full planning application, rather than under the permitted development route presented. This is to allow consideration of further matters.

Concerns are specifically raised regarding traffic increase and parking capacity with particular regard to safety on local roads due to use by school children. Concerns are raised regarding the potential loss of amenity for existing residents following development. Loss of current levels of noise and activity due to construction work and further residents are cited. Concerns are also raised with regard to wellbeing and safety during construction. Further concerns are raised regarding updates to arrangements at the site for fire safety.

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Westbury-on-Trym and Henleaze ward Councillors Geoff Gollop, Liz Radford and Steve Smith jointly referred the application for determination at Development Control Committee for the following reason:

"We understand that this is a prior approval application but we consider that it should be refused on three of the grounds available to the Council under the new legislation:

- 1) *Appearance - this would create a huge, monolithic five-storey block in an area which is predominantly low-rise residential buildings. The resultant building would dominate the area and would be ugly.*
- 2) *Impact on highways / transport - this proposal is for 14 x 3-bed flats to be added to the existing block without any provision for additional parking. Based on the existing demographics in the block the average age of residents is older and many own and rely upon cars. This is likely to significantly increase pressure on parking on Grange Court Rd, which is already often congested, especially at school times. We are concerned that it could also impact on congestions at junctions where Grange Court Rd meets Westbury Hill, and significantly the nearby junction of Westbury Hill with the A4018 which is already recognised as dangerous and in need of improvement.*
- 3) *Amenity of existing residents - the current residents of the block are extremely concerned about the impact that an additional 14 flats could have on their enjoyment of their properties. This includes noise and disturbance from many additional people coming and going through the same common areas, and increase in the volume of waste at the site, competition and congestion for parking, fire safety and overcrowding of common indoor and outdoor areas.*

INTERNAL CONSULTEE RESPONSES**Transport Development Management, Bristol City Council:***Car Parking*

The applicants have submitted a parking survey which indicates that there is ample on-street parking available. A refusal could not be sustained on the grounds of under-provision of parking on road safety grounds.

Cycle parking

Two separate cycle storage facilities are proposed. The proposals cater for the additional dwellings, not the existing dwellings. Cycle parking for the existing residents would be available in their garages.

One of the cycle stores is in the far corner of the site and is not overlooked, and is not an ideal solution for cycle parking. Further details of how this will be appropriately secured are sought by condition.

Refuse storage

The site is accessed for refuse collection and it is expected that this would continue.

No refuse must be left on the highway at any time and a condition to this effect would be expected on any planning permission.

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Please add the following conditions and advices:

C5A Implementation/Installation of Refuse Storage and Recycling Facilities - Shown on Approved Plans

C13 Completion and Maintenance of Cycle Provision - Shown

D19 Restriction of Parking Level on site

D20 Protection of Parking and Servicing Provision

I043A) Impact on the highway network during construction

I045A) Restriction of Parking Permits - Future Controlled Parking Zone/Residents Parking Scheme

Contaminated Land Environmental Protection, Bristol City Council:

The development has been reviewed in relation to land contamination.

The applicants are referred to the following:

- o National Planning Policy Framework (2019) Paragraphs 118, 170, 178, 179, 180
- o Planning Practice Guidance Note <https://www.gov.uk/guidance/land-affected-by-contamination>
- o <https://www.bristol.gov.uk/planning-and-building-regulations-for-business/land-contamination-for-developers>
- o Bristol Core Strategy - BCS23 Pollution
- o Local Plan DM34 Contaminated Land

As this is an upward extension there is no requirement for conditions relating to any land contamination.

Flood Risk Manager, Bristol City Council:

No comment as there is no change to the impermeable area of the site and thus no impact upon drainage considering they will be extending upwards.

RELEVANT POLICIES

The Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020

National Planning Policy Framework – February 2019

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

Development Control Committee B – 11 November 2020**Application No. 20/03831/ND : Grange Court Grange Court Road Bristol BS9 4DW****ASSESSMENT*****Legislative background***

The current application seeks the prior approval of the Local Planning Authority to exercise permitted development rights outlined at Schedule 2, Part 20, Class A of The Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020.

Prior approval means that a developer has to seek approval from the Local Planning Authority that specified elements of the development are acceptable before work can proceed. In this case, the specified elements are found at Condition A.2.—(1) (a) to (h) of the aforementioned legislation. These will be set out beneath. The 'National Planning Practice Guidance' (NPPG) states (paragraph 026) that local planning authorities cannot consider any other matters (beyond those referenced within the legislation) when determining a prior approval application.

Paragraph 028 of the NPPG outlines that "the statutory requirements relating to prior approval are much less prescriptive than those relating to planning applications. This is deliberate, as prior approval is a light-touch process which applies where the principle of the development has already been established. Where no specific procedure is provided in the General Permitted Development Order, local planning authorities have discretion as to what processes they put in place. It is important that a local planning authority does not impose unnecessarily onerous requirements on developers, and does not seek to replicate the planning application system".

Part B outlines the procedure which applications under this legislation must follow. Paragraph 15 outlines that the local planning authority must, when determining an application:

- (a) Take into account any representations made to them as a result of any consultation under sub-paragraph (5 – Highways England/Highways Authority), (6 – Environment Agency/Local Flood Authority), (7 – Civil Aviation Authority and the Secretary of State for Defence) or (10 – Historic England) and any notice given under sub-paragraph (12 – Notice Given of Development);
- (b) Have regard to the National Planning Policy Framework issued by the Ministry of Housing, Communities and Local Government in February 2019, so far as relevant to the subject matter of the prior approval, as if the application were a planning application; and
- (c) in relation to the contamination risks on the site:
 - i. determine whether, as a result of the proposed development, taking into account any proposed mitigation, the site will be contaminated land as described in Part 2A of the Environmental Protection Act 1990(a), and in doing so have regard to the Contaminated Land Statutory Guidance issued by the Secretary of State for the Environment, Food and Rural Affairs in April 2012(b), and
 - ii. if they determine that the site will be contaminated land, refuse to give prior approval.

Schedule 2, Part 20, Class A of The Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 allows construction of new dwellinghouses on detached blocks of flats. Specifically, the legislation allows development consisting of works for the construction of up to two additional storeys of new dwellinghouses immediately above the existing topmost residential storey on a building which is a purpose-built, detached block of flats, together with any or all of the following:

- (a) engineering operations reasonably necessary to construct the additional storeys and new

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dwellinghouses;

(b) works for the replacement of existing plant or installation of additional plant on the roof of the extended building reasonably necessary to service the new dwellinghouses;

(c) works for the construction of appropriate and safe access and egress to the new and existing dwellinghouses, including means of escape from fire, via additional external doors or external staircases;

(d) works for the construction of storage, waste or other ancillary facilities reasonably necessary to support the new dwellinghouses.

Development is not however permitted by Class A if:

- (a) the permission to use any building as a dwellinghouse has been granted only by virtue of Class M, N, O, P, PA or Q of Part 3 of this Schedule;
- (b) above ground level, the building is less than 3 storeys in height;
- (c) the building was constructed before 1st July 1948, or after 5th March 2018;
- (d) the additional storeys are constructed other than on the principal part of the building;
- (e) the floor to ceiling height of any additional storey is—
 - i. more than 3 metres in height; or
 - ii. more than the floor to ceiling height of any of the existing storeys,
 whichever is the lesser, where such heights are measured internally;
- (f) the new dwellinghouses are not flats;
- (g) the overall height of the roof of the extended building would be greater than 7 metres higher than the highest part of the existing roof (not including existing plant);
- (h) the extended building (not including plant) would be greater than 30 metres in height;
- (i) development under Class A.(a) would include the provision of visible support structures on or attached to the exterior of the building upon completion of the development;
- (j) development under Class A.(a) would consist of engineering operations other than works within the existing curtilage of the building to—
 - i. strengthen existing walls;
 - ii. strengthen existing foundations; or
 - iii. install or replace water, drainage, electricity, gas or other services;
- (k) in the case of Class A.(b) development there is no existing plant on the building;
- (l) in the case of Class A.(b) development the height of any replaced or additional plant as measured from the lowest surface of the new roof on the principal part of the new building would exceed the height of any existing plant as measured from the lowest surface of the existing roof on the principal part of the existing building;
- (m) development under Class A.(c) would extend beyond the curtilage of the existing building;
- (n) development under Class A.(d) would—
 - i. extend beyond the curtilage of the existing building;
 - ii. be situated on land forward of a wall forming the principal elevation of the existing building; or
 - iii. be situated on land forward of a wall fronting a highway and forming a side

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elevation of the existing building;

- (o) the land or site on which the building is located, is or forms part of—
- i. article 2(3) land;
 - ii. a site of special scientific interest;
 - iii. a listed building or land within its curtilage;
 - iv. a scheduled monument or land within its curtilage;
 - v. a safety hazard area;
 - vi. a military explosives storage area; or
 - vii. land within 3 kilometres of the perimeter of an aerodrome.

Assessment against Schedule 2, Part 20, Class A (a) to (o)

The development proposed is a two storey upward extension to Grange Court to construct 14 flats immediately above the existing topmost residential storey on the building. Grange Court is a purpose-built, detached block of flats. The Local Planning Authority is satisfied the building fits within the description permitted by Class A.

In relation to the qualifications set out at (a) to (o), permission for Grange Court was not granted by permitted development rights.

The building was given full planning permission in 1970. The building is not less than 3 storeys in height and was constructed in the 1970's, after 1st July 1948 and before 5th March 2018.

The proposed additional storeys would be located on the principal part of the building only.

The floor to ceiling height of both additional storeys would be less than 3m and would not exceed the floor to ceiling height of any of the existing storeys. The new dwellings proposed will be flats.

The overall height of the extended roof will be approximately 5m greater than the existing roof height, thus less than 7m maximum permitted. The extended building will reach a maximum height of approximately 13.5m, thus less than 30m maximum permitted.

The development would not include provision of visible support structures on or attached to the exterior of the building following completion of development. The development would not include engineering operations other than to strengthen walls, existing foundations and installation of utilities connections.

There is no existing roof top plant and the development does not propose the installation of any new plant.

No development relating to appropriate and safe access and egress would extend beyond the curtilage of the existing building.

Storage, waste or other ancillary facilities including cycle parking would all be located within the boundary of the site, behind the front wall of the building and would not front a highway.

Grange Court is not located within a conservation area (Article 2 (3) Land); a site of special scientific interest; a listed building, nor within the curtilage of a listed building; a scheduled monument, nor within the curtilage of a schedule monument; a safety hazard area; a military explosives storage area and is not within 3 kilometres of the perimeter of any aerodrome.

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In light of the assessment above, in this case Grange Court and the two storey upward extension to form 14 flats qualify as permitted development under the terms of Schedule 2, Part 20, Class A of The Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020.

Condition A.2. – (1) then requires that where any development under Class A is proposed, development is permitted subject to the condition that before beginning the development, the developer must apply to the local planning authority for prior approval of the authority as to—

- (a) transport and highways impacts of the development;
- (b) air traffic and defence asset impacts of the development;
- (c) contamination risks in relation to the building;
- (d) flooding risks in relation to the building;
- (e) the external appearance of the building;
- (f) the provision of adequate natural light in all habitable rooms of the new dwellinghouses;
- (g) impact on the amenity of the existing building and neighbouring premises including overlooking, privacy and the loss of light; and
- (h) whether because of the siting of the building, the development will impact on a protected view identified in the Directions Relating to Protected Vistas dated 15 March 2012(a) issued by the Secretary of State,

and the provisions of paragraph B (prior approval procedure – listed above) of this Part apply in relation to that application.

The matters which the developer must seek the prior approval of the Local Planning Authority in relation to impacts will now be addressed in turn:

(a) *Transport and highways impacts of the development*

In considering the impacts of development, the Local Planning Authority must have regard to the National Planning Policy Framework (NPPF) issued by the Ministry of Housing, Communities and Local Government in February 2019, so far as relevant to the subject matter of the prior approval. In this case, the transport and highways impacts of the two storey extension and 14 additional flats are being assessed.

In relation to the transport and highways impacts of development, at paragraph 110 the NPPF states applications for development should:

In relation to the transport and highways impacts of development, at paragraph 110 the NPPF states applications for development should:

- a) “give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

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- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations”.

The site is located in inner north Bristol. It is an established residential site within a predominantly residential area. The site is approximately 340m north of Henleaze town centre at Henleaze Road and 665m south of Westbury-on-Trym town centre at Westbury Hill. These adjacent local centres would offer residents a range of shops and services in close proximity of the site. These would be accessible within 5-8 minutes' walk of the site. The journey time would be less by bike. Such journey times would ensure the proposed flats are within convenient access of local facilities by active and sustainable modes. The location would therefore be a sustainable and active travel.

In relation to public transport, there are multiple bus routes which run nearby the site. Route 1 can be accessed on Westbury Road, approximately 450m or 5 minutes' walk from the site. Route 2 can be accessed on Henleaze Road, approximately 410m, also 5 minutes' walk from the site. These services would offer future occupiers a viable public transport service to the City Centre and other parts of the city. The development would therefore be well located to encourage use of public transport.

Pedestrians and cyclists would utilise the existing entrance to the site from Grange Court Road. This would provide level access to the site, comparable to existing conditions. Cycle parking is proposed to be split between two stores. One would be located to the western side of the flat block. The other would be located to the north western corner of the site adjacent to the western bank of garages. Between these stores, cycle parking for a total of 30 bikes would be provided. This would allow for parking of two bikes per flat with some overflow capacity. Parking would comprise 15 Sheffield stands installed in brick built stores with timber doors. On consultation, Transport Development Management noted that the store to the rear of the site is not highly overlooked which may compromise security. Further details of security such as details of locking systems for the cycle parking stores will therefore be sought via condition in the event of prior approval being given. Subject to this measure, the development would include cycle parking facilities which would encourage cycling as a legitimate transport option for future residents. The development therefore prioritises cycling in accordance with national policy.

In relation to other highways issues, the development includes no on site provision for car parking for the proposed additional dwellings. Despite the accessibility of the location via walking, cycling and public transport, it is expected that some residents will own cars. There is no mechanism for a 'car-free' development to be secured in this instance as the site is not within a Residents Parking Zone. It is noted that the development is recommended for ineligibility for parking permits within any future Residents Parking Zone. This would not prevent residents parking adjacent to the site prior to implementation of any future parking restrictions. It is also noted that residents have raised concerns that parking resulting from the development may cause highway safety issues locally.

Grange Court Road includes a number of residential properties as well as institutions including Red Maids' Infant & Junior School, Henleaze Bowling Club and Sacred Heart Catholic Church. It is recognised that when community facilities are in use, local roads become busier and at times congested as reported in many representations. In order to inform an assessment of parking conditions surrounding the site, a Parking Survey was requested by the Local Planning Authority. This has been supplied as part of the application.

The supplied Parking Survey presents data recorded on 7-8th October 2020. Parking counts were undertaken between 10 and 10:30pm on 7th October, 3:15 and 3:45pm on 8th October and again between 10 and 10:30pm on 8th October. It was undertaken in accordance with Bristol City Council Parking Survey Methodology. This requires a minimum of 5m length to represent one car parking space. Parking availability on roads within 150 metres walking distance of the site is included within

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the survey. In both 10pm surveys on 7th and 8th of October, a total of 76 parking spaces were recorded within 150 metres walking distance of the site. The 3:15 and 3:45pm parking survey was undertaken on Thursday 8th October which is understood to have been a normal school day. At this time, a total of 45 parking spaces were recorded within 150 metres walking distance of the site. Whilst this represents a significant decrease in parking availability, a good level on street parking remains available within a short walk of the site even at peak times.

It is only possible to estimate the likely parking demand associated with 14 flats. Census data relating to car ownership for privately rented flats of comparable size locally indicates that 18% have no car, 51% have one car and 31% have two or more cars. Based on these figures for the existing area, it is reasonably estimated the development would be associated with around 16 cars. As noted above, even at school collection time between 3:15 and 3:45pm, there were 45 parking spaces available within 150m walk of the site. This indicates that there is parking capacity available within the local area in addition to the existing uses. Whilst this is not an exact representation which will apply to every scenario, it provides a snapshot indication of conditions. The margin for error provided by this survey is such that a definitive conclusion can be reached. This conclusion has been confirmed by the Council's Transport Development Management team.

Concerns have been raised that the parking survey does not account for staggered collection time of school children currently employed by the adjacent school due to COVID-19. Concerns have also been raised that the survey was not undertaken during time when the adjacent church or bowling club were in use. The survey is clearly a snapshot survey which has some limitations however the survey demonstrates that the majority of the time, there is a good amount of parking available within a short walk of the site. It is unlikely that events at the church, bowling club and school would coincide given these are likely to take place at different points in the week and different times of day.

Given the availability of parking in close proximity of the site, it is not found that parking pressure is such that drivers would be forced to resort to dangerous or illegal parking. It is ultimately the responsibility of individual drivers to ensure they park legally, courteously and safely. The potential for around 16 additional cars related to Grange Court would not significantly change highways conditions locally. It is noted that there are existing highways restrictions including double yellow lines at corners and yellow zig zag restrictions which strictly prohibit parking outside the adjacent school. These measures are enforceable and sufficient to prevent dangerous parking on highways adjacent to the site. In light of these restrictions and parking capacity available locally, the Local Highway Authority have confirmed they are happy that the development would not be of detriment to the safe and free flow of the surrounding highway network.

With regards to refuse and recycling storage, an additional bin store is proposed to the western side of the building. This would be large enough to accommodate bins required for 14 flats. It is noted that this is in close proximity to the existing bin store at the site. It is understood that Bristol Waste operatives enter the existing site to collect bins. Therefore, this collection arrangement for the additional bins will not be problematic. The proposed bin store would ensure bins are suitable screened and are not left out on the public highway. The refuse and recycling arrangements for the proposed development would not result in detrimental highways impacts.

To conclude, the Local Planning Authority has reviewed the proposals and requested additional evidence relating to car parking conditions locally. Following scrutiny, the Local Planning Authority finds that the development would not be directly associated with a decrease in highway safety locally. The development is well located to prioritise walking, cycling and public transport use. No unacceptable highways issues will result from the development and therefore prior approval should be given on this ground.

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The site is not within the safeguarding distance of any aerodrome or defence asset and therefore consultation of the Civil Aviation Authority or Secretary of State for Defence is not required. The proposed building would reach a maximum height of 13.5m above ground level. It would be highly unlikely for any aircraft to be flying at such a low level in this area given the distance from any aerodrome. There are no safeguarding allocations for defence assets within the City of Bristol. As such, the development poses no detrimental impact to air traffic and defence assets. It is concluded that prior approval should be given on this ground.

(c) Contamination risks in relation to the building

The Contaminated Land Environmental Protection team at Bristol City Council have been consulted on the application. Following review of the proposals, due to the nature of development involving construction on top of the existing building and no contact with land, the development poses no undue risk to human health through contamination exposure. No conditions are recommended and it is concluded that prior approval should be given on this ground.

(d) Flooding risks in relation to the building

The Flood Risk team at Bristol City Council have been consulted in relation to flood related impacts of development. Given that there is no change to the impermeable area of the site as the proposed development will be located on the same footprint as existing, it is advised that the development would not cause increased risk of flooding locally. The site is located within Flood Zone 1 and is at low risk of flooding in accordance with the Environment Agency flood map. The development will therefore not result in increased flood risk and will not be at risk of flooding. The impacts of the development are acceptable and it is concluded that prior approval should be given on this ground.

(e) The external appearance of the building

It has been established that an extension of up to two storeys to Grange Court would be permitted development as the proposals accord with the relevant legislation. This is subject to assessment of whether the extension would have an acceptable impact to the external appearance of the building. It is notable that the legislation only references impact to "the external appearance of the building". No reference is made to the impact to the surrounding area or adjacent heritage assets. It is important that prior approval applications are determined directly against the terms of the legislation and no other matters are taken into account.

In relation to the impact of the external appearance of buildings, at paragraph 127 the NPPF states decisions should ensure 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

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transport networks; and

- 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.

Grange Court is a three storey, detached flat block positioned within a generous, green, landscaped setting. The building dates from the 1970's and is typical of architectural of this period. The building has a long rectangular form and clear horizontal emphasis in elevational layout. This results from bands of grouped windows which run the full width of the building east to west. The building is predominantly constructed with buff brickwork, including vertical banded brick courses and render details. It includes a flat roof with white coloured parapet fascia.

The proposed development would involve an additional two storeys being added to the roof of the building. The building would essentially be converted from a three storey flat block to a five storey flat block. The extension would extend the existing external walls upwards and include a new flat roof. The design of the proposed extension would mirror the building beneath, like for like in terms of scale, proportions, form, layout, detailing, materials and overall design.

The proposals would undeniably represent a substantial change to the external appearance of the building. The additional storeys would represent a considerable increase in massing to the building. The existing building is approximately 9m tall and this would be increased by approximately 5m. The proposed two storey extension would remain subservient in scale to the overall scale of the three storey building. Consequently, the additional upward massing is not found to be disproportionately large in relation to the existing building. It is highlighted that the building sits set back within a large and spacious plot which is found to be an appropriate location for a larger, higher density building. The form of the building is presently very elongated and disproportionately wide in relation to its height. The additional two storeys would provide a more proportionate overall scale and form.

The proposed form would match the width and depth of the existing building. Any lesser form of extension would likely unbalance the building and would be of little value in terms of achieving reduced massing. No objection is therefore held to the architectural approach of mirroring the existing form. Use of a flat roof would reflect the existing form and style present at the site and is found to be most appropriate to the character of the existing building. The layout of windows and detailing as well as specification of materials would match those within the original building. A condition would be applied in the event of prior approval being given seeking details of external materials specifications and samples in order to confirm close matches to the original products. This would ensure the extension would appear in harmony with the original building.

Overall, whilst the extension does represent a considerable increase in scale to the existing building, the Local Planning Authority does not find that this would harm the external appearance of the building. It is noted that the legislation only requires assessment of the impact to the external appearance of the building and not the wider area. When assessed in this regard, it is not found that the extension would have an unacceptable impact to the external appearance of the building. The proposed extension is not found to conflict with national planning policy insofar as this relates to the external appearance of buildings. The impacts of the development are found to be acceptable and it is concluded that prior approval should be given on this ground.

(f) *The provision of adequate natural light in all habitable rooms of the new dwellinghouses*

Natural light in all habitable rooms of the new dwellinghouses has been reviewed based on the supplied proposed floor plans. The legislation defines "habitable rooms" to mean any rooms used or intended to be used for sleeping or living which are not solely used for cooking purposes, but does not include bath or toilet facilities, service rooms, corridors, laundry rooms, hallways or utility rooms.

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The proposed layout includes 7 flats at both third and fourth floor level. The internal floor plans would be the same at both levels. All proposed flats would include windows within both the front (south) and rear (north) elevations. All bedrooms and the south facing open plan kitchen, living, dining area would include a window. It is noted that all windows would be large in size and given the elevation above ground level, would provide good access to natural light. The bathrooms and hallways would not include windows however these are not a habitable parts of the dwellings. It is concluded that all habitable rooms of dwellinghouses would allow for more than adequate access to natural light. The impacts of the development are acceptable and it is concluded that prior approval should be given on this ground.

(g) *Impact on the amenity of the existing building and neighbouring premises including overlooking, privacy and the loss of light*

In relation to the impact of development to the amenity of existing buildings and neighbouring premises, at paragraph 127 the NPPF states decision should ensure developments "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".

With regards to the amenity of the existing building and its residents, the proposed extension would not result in harmful overlooking or loss of privacy given its position on top of the existing building. In terms of impact to light within existing flats, the proposed extension would likely result in some reduction in light levels within upper floor flats on the northern side of the building. Light levels within these flats would remain comparable to current ground floor flats however and therefore this reduction is not found to cause significant harm to amenity. There would be four additional flats using each stair well. Residents would likely experience some increase in noise and disturbance from increased access, comings and goings. This would be typical domestic activity however and would not be out of character with the existing residential use of the site. This is not found to pose significant harm to living conditions and amenity.

It is recognised that there will likely be disruption to existing residents during the construction period. The works are to the roof of the existing building in close proximity of the top floor flats. This holds potential for noise and disturbance to existing residents which is likely to be inconvenient. This would be for a limited period however and would be permanent change. Due to the temporary nature, construction noise is not typically an issue which would warrant the refusal of planning permission. The eventual contractor will likely be aware of the sensitivity of this type of construction and would be expected to take measures in order to limit and reduce the effects to existing occupiers. Impacts associated with construction works can be managed through submission of site specific Construction Management Plan and Construction Environmental Management Plan. As examples, these documents will be expected to include details of proposed construction hours, mitigation measures as defined in BS 5528: Parts 1 and 2: 2009 Noise and Vibration Control on Construction and Open Sites, control measures for dust and other air-borne pollutants taking into account any local resident who may have a particular susceptibility to air-borne pollutants, procedures for maintaining good public relations with neighbours, details of a complaints procedure, maintaining a complaints register and effective close out of all issues, Considerate Constructors Scheme status, regular meetings with local businesses and residents affected by works and details of timing of deliveries to and from the site.

The Local Planning Authority recognises the inconvenience of construction noise and activity and will seek to manage this by attaching conditions to any eventual prior approval. This is not a matter which would warrant prior approval being withheld however.

Turning to the impact to amenity at neighbouring properties, the nearest neighbouring property to the building is 27 Grange Park. This is a two storey house which is adjacent to the eastern end of the building. Approximately 16m separates Grange Court from 27 Grange Park. The rear of this property

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faces south and Grange Court is located due west of the neighbouring property. The orientation is such that the extended building would only impact light late in the day. The neighbouring property does not include primary windows within this side of the building, with these located to the north and south of the building. The main aspects to the north and south would not be impacted by the extension to Grange Court. There would be sufficient separation (minimum 16m) to ensure the extension avoided unduly enclosing the neighbouring property. No windows are proposed within the eastern end elevation. Overlooking towards this property would therefore not be possible. Overall, it is found that the proposed extension would avoid significant change to amenity and living conditions experienced at 27 Grange Park. The impact to this neighbouring property is found to be acceptable.

15 Grange Park is adjacent to the south east of the building. This is a two storey house with the front facing south and the rear facing north. The extension to Grange Court would therefore be to the north west of the rear of this site. There is approximately 43m between the nearest point of Grange Court and 15 Grange Park. Due to the position of the extension to the north west of the neighbouring property and the large distance between the buildings, the proposed extension would not cause any material difference in daylight conditions or in terms of outlook. Some views towards this property would be possible from south facing windows however the angles would be oblique and views would not be direct. The separation distance is also very significant, around 40m which is double the minimum level typically acceptable between directly facing windows. In addition to the presence of large trees at the boundary, this would prevent overlooking and a harmful loss of privacy. The proposed extension would not result in significant harm to amenity and living conditions experience at 15 Grange Park. The impact to this neighbouring property is found to be acceptable.

27 Grange Court Road is located to the south of the site. There is a minimum of approximately 40m between Grange Court and the southern boundary with 27 Grange Court Road. The neighbouring house is situated perpendicular to Grange Court so the front of Grange Court faces the northern side of the neighbouring house. As the extension would be located to the north of 27 Grange Court Road, it would not cause any loss of daylight to this property. The separation distance is also high which would confirm this. Additional windows are proposed at third and fourth floor levels within Grange Court which would face 27 Grange Court Road. Again however, the separation distance (around 40m) is such that the neighbouring site including its rear garden would not experience a harmful loss of privacy. The proposed extension would not result in significant harm to amenity and living conditions experience at 27 Grange Court Road. The impact to this neighbouring property is found to be acceptable.

To the north and west, Grange Court is adjacent to Red Maids' High School with the Infant & Junior School located to the west and the High School situated to the north. As these are not residential, the impact to amenity of these neighbouring premises is less significant. The proposed extension would not harmfully impact use of these adjacent sites for educational purposes. Some concerns have been raised regarding the potential for overlooking of the playing fields and playgrounds of the adjacent schools. However under normal circumstances this would not be harmful. Any suspicious or sinister overlooking or activity should be reported to the police and is not a matter which the planning system exists to control. Prior approval cannot be withheld on this basis.

Overall, subject to conditions to manage the impact of construction, the impact of the proposed extension to the amenity of existing residents and neighbouring premises is found to be acceptable. Prior approval should be given on this ground.

(h) *Whether because of the siting of the building, the development will impact on a protected view*

This impact relates to protected views which are identified in the Directions Relating to Protected Vistas dated 15 March 2012(a) issued by the Secretary of State. This relates only to The London View Management Framework (LVMF) which legally protects key views of London from parks or other well-used public spaces that help define London. This does not include any protected views within the City

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of Bristol. Consequently, the impact of the development in this regard is acceptable and prior approval cannot be withheld on this ground.

COMMUNITY INFRASTRUCTURE LEVY

Some new developments granted planning permission will be liable to pay Community Infrastructure Levy (CIL) to Bristol City Council.

CIL is payable where development comprises 100m² or more of new build floorspace or results in the creation of one or more dwellings.

The proposed development is estimated to generate CIL liability totalling £84,980 (plus indexation). This is based on development comprising gross internal area of 1214m² within the inner CIL charging area (£70 per m²).

The applicant will be required to submit Notice of Chargeable Development to the Collecting Authority prior to the commencement of development. The Collecting Authority will confirm full liability at that point.

CONCLUSION

In light of the preceding assessment, the application is found to accord with all sections of Schedule 2, Part 20, Class A of The Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020. The development qualifies as permitted development under the terms of this legislation. The Local Planning Authority has considered the issues which require its prior approval. Following review, it is found that subject to conditions, the impact of development would be acceptable. It is therefore recommended that prior approval is given, subject to the conditions beneath.

RECOMMENDED Prior Approval GIVEN**Time limit for commencement of development**

1. Prior Approval Time Limit

The development hereby permitted under Schedule 2, Part 20, Class A of The Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 must be completed within a period of 3 years starting with the date prior approval is granted.

Reason: As required by condition A.2. (2) of Schedule 2, Part 20, Class A of The Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020.

Pre commencement condition(s)

2. Construction Management Plan

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

- o 24 hour emergency contact number;

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- o Hours of operation;
- o Parking of vehicle of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
- o Routes for construction traffic;
- o Locations for loading/unloading and storage of plant, waste and construction materials;
- o Method of preventing mud being carried onto the highway;
- o Measures to protect vulnerable road users (cyclists and pedestrians)
- o Any necessary temporary traffic management measures;
- o Arrangements for turning vehicles;
- o Arrangements to receive abnormal loads or unusually large vehicles;
- o Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

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

3. Site Specific Construction Environmental Management Plan

No development shall take place until a site specific Construction Environmental Management Plan has been submitted to and been approved in writing by the Council. The plan must demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting. The plan should include, but not be limited to:

- * Procedures for maintaining good public relations including complaint management, public consultation and liaison
- * Arrangements for liaison with the Council's Pollution Control Team
- * All works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed with the Local Planning Authority, shall be carried out only between the following hours:
08 00 Hours and 18 00 Hours on Mondays to Fridays and 08 00 and 13 00 Hours on Saturdays and; at no time on Sundays and Bank Holidays.
- * Deliveries to and removal of plant, equipment, machinery and waste from the site must only take place within the permitted hours detailed above.
- * Mitigation measures as defined in BS 5528: Parts 1 and 2 : 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works.
- * Procedures for emergency deviation of the agreed working hours.
- * Bristol City Council encourages all contractors to be 'Considerate Contractors' when working in the city by being aware of the needs of neighbours and the environment.
- * Control measures for dust and other air-borne pollutants. This must also take into account the need to protect any local resident who may have a particular susceptibility to air-borne pollutants.
- * Measures for controlling the use of site lighting whether required for safe working or for security purposes.

Reason: In the interests of the amenities of surrounding occupiers during the construction of the development.

4. Further details: External materials

Prior to installation, full details of proposed external materials including manufacturers specification, product details and samples (if required) demonstrating finished appearance, colour, profile and texture shall be submitted to and approved by the Local Planning Authority. This will include details of bricks, render, roof cladding, roof fascia, windows, window sill

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coping, infill panels, cycle parking and bin store bricks, roofing and timber doors. The development shall then be completed in full accordance with the approved materials prior to occupation of the development unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the impact of the extension to the external appearance of the building is satisfactory and materials used are sympathetic.

5. Further details: Cycle parking security

Prior to installation, further details of measures to secure the cycle parking shall be submitted to and approved by the Local Planning Authority. This will include details of access locks and illumination. The development shall then be completed in full accordance with the approved security measures prior to occupation of the development unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure cycle parking is adequately secured in order to encourage use of the facilities and deliver associated transport and highways benefits.

Pre occupation condition(s)

6. Implementation/Installation of Refuse Storage and Recycling Facilities – Shown on Approved Plans

No building or use hereby permitted shall be occupied or use commenced until the refuse store and area/facilities allocated for storing of recyclable materials, as shown on the approved plans have been completed in accordance with the approved plans.

Thereafter, all refuse and recyclable materials associated with the development shall either be stored within this dedicated store/area, as shown on the approved plans, or internally within the building(s) that form part of the application site. No refuse or recycling material shall be stored or placed for collection on the adopted highway (including the footway), except on the day of collection.

Reason: To safeguard the amenity of the occupiers of adjoining premises; protect the general environment; prevent any obstruction to pedestrian movement and to ensure that there are adequate facilities for the storage and recycling of recoverable materials.

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

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

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

Post occupation management

8. Restriction of use of roof

The roof area of the extension hereby permitted shall not be used as a balcony, roof garden or similar amenity area without the grant of further specific planning permission from the Local Planning Authority.

Reason: To safeguard the amenities of the adjoining premises.

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9. Restriction of parking level on site

Parking within the development site is to be restricted to the areas allocated on the approved plans and shall not encroach onto areas allocated on the plans for other uses.

Reason: To control the level of parking on the site and to safeguard the uses of other areas.

10. Protection of parking and servicing provision

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

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

11. 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

12. 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.

Parking Survey Technical Note, received 9 October 2020

A001 Site location plan, received 20 August 2020

A101 Existing floor plans, received 20 August 2020

A201 Existing elevations, received 20 August 2020

A300 Proposed site plan, received 20 August 2020

A301 Proposed floor plan, received 20 August 2020

A401 Proposed elevations, received 20 August 2020

A501 Existing and proposed roof plan, received 20 August 2020

A601 Additional structures, received 20 August 2020

Design note, received 20 August 2020

Covering Statement, received 20 August 2020

Reason: For the avoidance of doubt.

Advices

1 Impact on the highway network during construction

The development hereby approved and any associated highway works required, is likely to impact on the operation of the highway network during its construction (and any demolition required). You are advised to contact the Highway Authorities Network Management Team at

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traffic@bristol.gov.uk before undertaking any work, to discuss any temporary traffic management measures required, such as footway, Public Right of Way, carriageway closures or temporary parking restrictions a minimum of eight weeks prior to any activity on site to enable Temporary Traffic Regulation Orders to be prepared and a programme of Temporary Traffic Management measures to be agreed.

2 Restriction of Parking Permits - Future Controlled Parking Zone/Residents Parking Scheme

You are advised that the Local Planning Authority has recommended to the Highways Authority that on the creation of any Controlled Parking Zone/Residents Parking Scheme area which includes the development, that the development shall be treated as car free / low-car and the occupiers are ineligible for resident parking permits as well as visitors parking permits if in a Residents Parking Scheme.

3 Bats and bat roosts: Anyone who kills, injures or disturbs bats, obstructs access to bat roosts or damages or disturbs bat roosts, even when unoccupied by bats, is guilty of an offence under the Wildlife and Countryside Act 1981, the Countryside and Rights of Way Act 2000 and the Conservation (Natural Habitats, &c.) Regulations Act. Prior to commencing work you should ensure that no bats or bat roosts would be affected. If it is suspected that a bat or bat roost is likely to be affected by the proposed works, you should consult English Nature (Taunton office 01823 283211).**4 All species of bats and their roosts are legally protected. Prior to commencement of development, a bat building inspection survey should be undertaken by a suitably qualified ecological consultant. Any signs of other legally protected or priority species such as nesting birds should also be recorded during the survey in the form of a report which incorporates further recommendations including ecological mitigation proposals. In order to comply with Natural England's Standing Advice with respect to legally protected species, a bat building inspection survey is required which meets the latest Bat Conservation Trust survey guidelines. The bat inspection survey should be accompanied by the results of a data search from the Bristol Regional Environmental Records Centre. The bat building inspection survey is required to prevent the risk of a criminal offence being committed under the wildlife legislation.**

Supporting Documents

1. Grange Court, Grange Road

1. Site photos
2. Proposed site plan
3. Existing elevations
4. Proposed elevations
5. Proposed floor plans
6. Parking survey





GRANGE COURT

PRIVATE RESIDENTS ONLY

Private Property
No Turning

Private Property
No Turning

aldshigh.co.uk



GRANGE COURT

PRIVATE RESIDENTS ONLY

Private Property
No Turning

Private Property
No Turning



EXCHANGE COURT

PRIVATE RESIDENTS ONLY

Private Property No Turning

Private Property No Turning



GRANGE COURT

Private
Property
No Turning

PRIVATE
PROPERTY
ONLY

WP57 BVG



GRANGE COURT

PRIVATE
RESIDENTS
ONLY

Private
Property
No Turning



PRIVATE
RESIDENTS
ONLY

Private
Property
No Turning

GRANGE COURT

WP57 BVG



Private
Property
No Turning

PRIVATE
RESIDENTS
ONLY



Private
Property
No Turning

PRIVATE
RESIDENTS
ONLY



GRANGE COURT

PRIVATE
RESIDENTS
ONLY

VP57 EYG



Newman Hall
Church &
Car Park

VA57 KHH



REDMAIDS' HIGH SCHOOL
FOR GIRLS | BRISTOL
UNBORN & JUNIOR SCHOOLS
An independent day school for girls
MORNING TOURS AVAILABLE
Please enquire within

SCHOOL











HENLEAZE BOWLING CLUB

28

WM08 VPW





Proposed new apartments within
additional floors
Grange Court, Grange Court Road, Henleaze
Bristol

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Revision no.
Rev A 12.08.2020 - Revision

Project No. 1381

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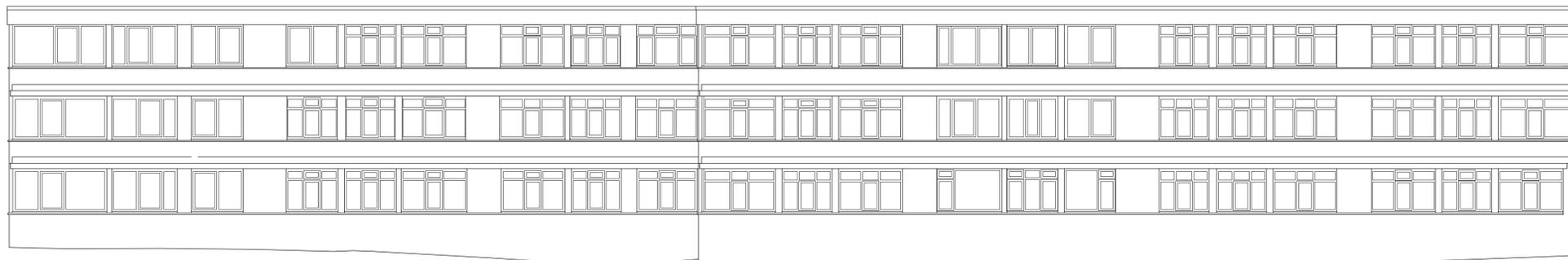
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Proposed Site
Plan

A300

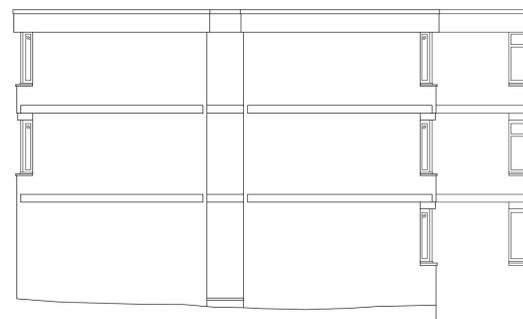




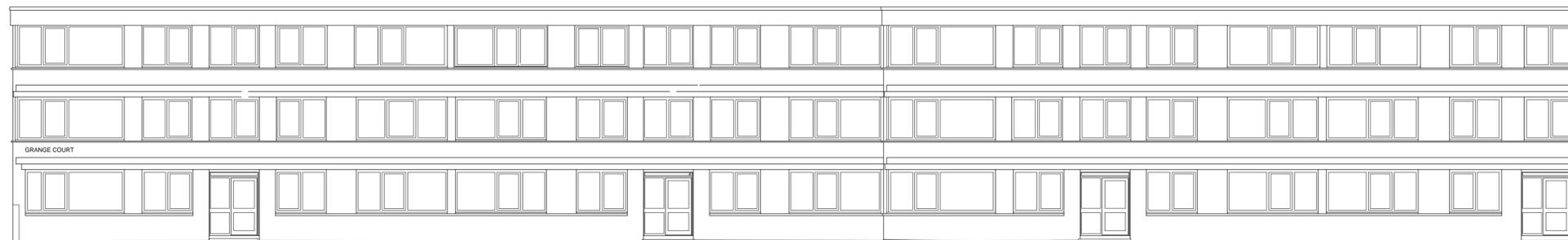
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Scale: 1:100



2 West Elevation
Scale: 1:100



3 East Elevation
Scale: 1:100



1 South Elevation
Scale: 1:100

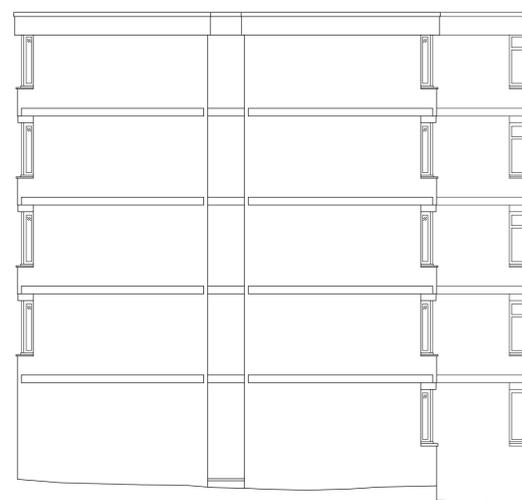




4 North Elevation
Scale: 1:100



2 West Elevation
Scale: 1:100



3 East Elevation
Scale: 1:100

Proposed new apartments within
additional floors
Grange Court, Grange Court Road, Henleaze
Bristol

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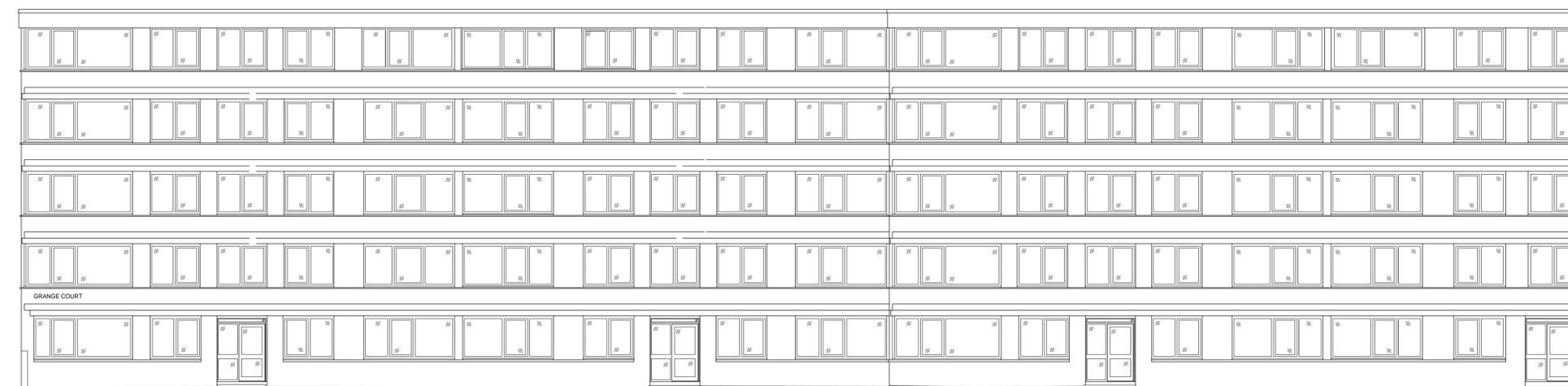
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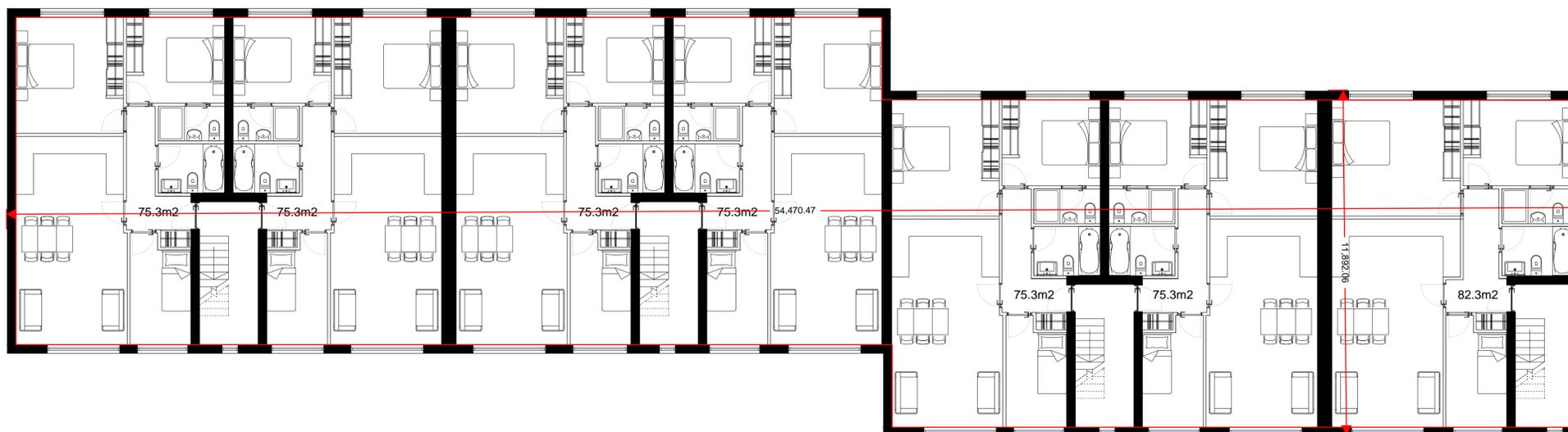
Proposed Elevations



1 South Elevation
Scale: 1:100



A401



2 Fourth Floor Plan
Scale: 1:100



1 Third Floor Plan
Scale: 1:100

Proposed new apartments within
additional floors
Grange Court, Grange Court Road, Henleaze
Bristol

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Scale As shown @ A1
Title/No.

Proposed Floor plans
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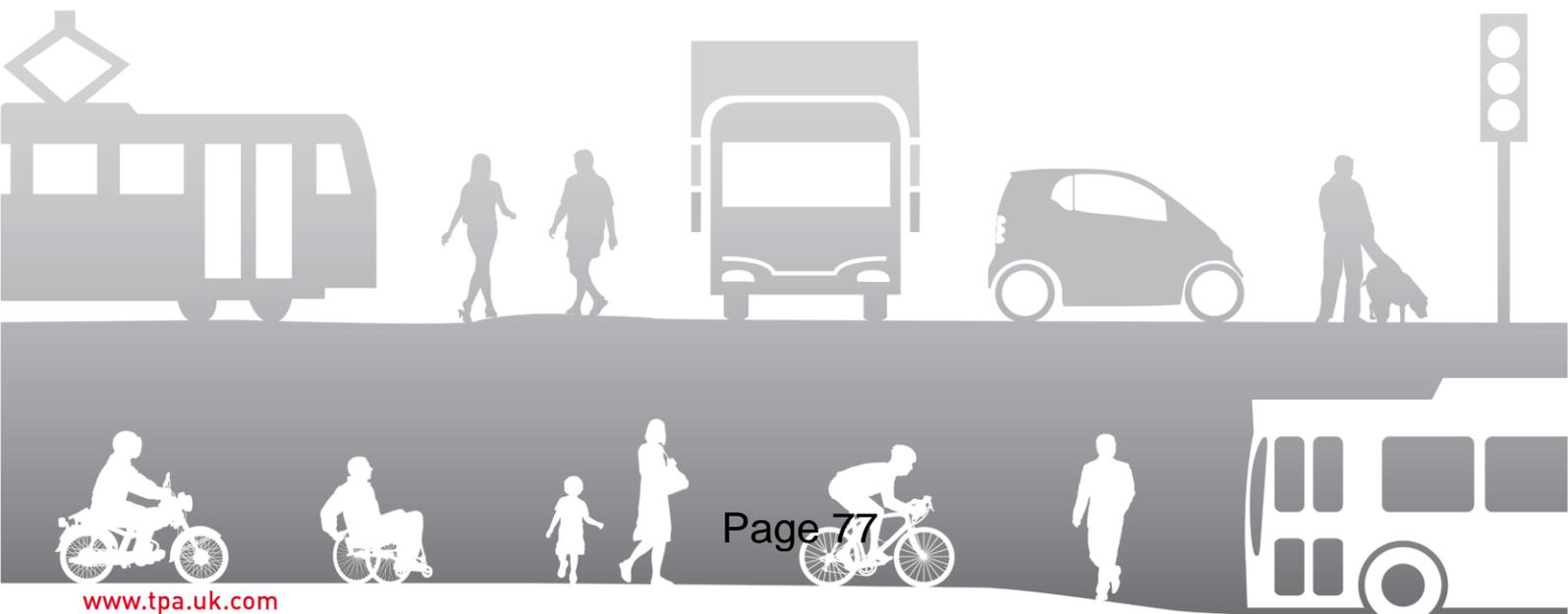


A Planning Application by
ERE LLP

In respect of
**1-21 Grange Court, Grange Court Road,
WESTBURY ON TRYM**

Parking Survey Technical Note

October 2020



Document Management

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Document Review

	Status	Author	Checker	Approver	Date
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List of Appendices

A	Census 2011 – Car Ownership Data
B	Parking Survey Extent
C	Parking Survey Results Plans

1 Introduction

- 1.1 This Technical Note (TN) has been prepared by Transport Planning Associates (TPA) on behalf of ERE LLP in support of a proposed development at 1-21 Grange Court, Grange Court Road, Westbury on Trym.
- 1.2 The proposal comprises the provision of two additional floors to the existing residential flat complex in order to accommodate 14 three bed flats.
- 1.3 Bristol City Council (BCC) Transport Development Management (TDM) have requested in their response dated 7th October 2020 that a parking survey is undertaken at the site in accordance with BCC's adopted parking survey methodology. In addition, it has been requested that a parking survey is undertaken at school peak times, between 1515 and 1545.
- 1.4 The purpose of this TN is to summarise the results of the parking surveys undertaken by TPA. This TN also forecasts parking demand associated with the proposed development. It is concluded that the parking demand forecast to be generated by the proposed development can be accommodated on-street.

2 Parking Demand

- 2.1 The proposed redevelopment comprises 14 three bed residential flats.
- 2.2 In order to forecast parking demand associated with the development proposal, Census 2011 car ownership data (Dataset LC4416EW) for the MSOA (E02003017 : Bristol 006) within which the site is located has been analysed.
- 2.3 This approach to forecasting parking demand was used by TPA in support of a redevelopment at the Princess of Wales public house in Bedminster, Bristol, to provide private rental accommodation (Ref: 20/01272/F). The methodology was agreed with BCC.
- 2.4 A summary of Census 2011 car ownership data for privately rented accommodation within Bristol 006 is provided in **Table 2.1** below and a complete copy of the data is attached as **Appendix A**.

Table 2.1 – Census 2011 Car Ownership (Bristol 006)

Cars or Van Availability	Privately Rented Accommodation (Bristol 006)	
	Number of Dwellings	Percentage of Dwellings
No cars or vans in household	110	25%
1 car or van in household	232	52%
2 or more cars or vans in household	101	23%

- 2.5 **Table 2.1** demonstrates that the majority of privately rented accommodation in Bristol 006 is associated with one car or van, with a significant percentage operating as car-free.
- 2.6 The car ownership data presented in **Table 2.1** has been applied to the proposed development of 14 flats. The forecast parking demand is set out in **Table 2.2** below.

Table 2.2 – Forecast Parking Demand (14 flats)

Cars or Van Availability	Percentage of Dwellings in Bristol 006	Number of Units in Proposed Development (14 flats)	Parking Demand
No cars or vans in household	25%	4	0
1 car or van in household	52%	7	7
2 or more cars or vans in household	23%	3	6
Total	100%	14	13

2.7 **Table 2.2** demonstrates that the proposed development of 14 privately rented flats could generate a parking demand of 13 spaces.

3 Parking Survey

- 3.1 BCC's Parking Methodology guidance states that for residential developments a snapshot survey should be undertaken between 2200 and 0000 on two separate weeknight evenings, Monday to Thursday.
- 3.2 In addition, TDM have requested a parking survey is undertaken at school peak times, between 1515 and 1545 during term time, because the *"roads can get congested at school peak times"*.
- 3.3 Snapshot parking surveys were undertaken by TPA and covered a 150 metre walking distance along Grange Court Road, to the east and west of the site entrance. The surveys adhered to BCC's Parking Survey Methodology and were undertaken at the following times:
- 2200-2230 on Wednesday 7th October;
 - 1515-1545 on Thursday 8th October; and
 - 2200-2230 on Thursday 8th October.
- 3.4 The proposed development is located in a primarily residential area. Nearby significant land uses include Redmaid's High Junior School, St Ursula's School, Sacred Heart Catholic Church and Shine Community Sports Hall.
- 3.5 No unusual observations regarding on-street parking (i.e. suspended parking bays, skips etc.) were made in any of the three surveys. It was however noted that a campervan was parked in the same position during each of the surveys.
- 3.6 A plan of the survey area is attached as **Appendix B**. The plan demonstrates the extent of the survey area and all parking restrictions, including vehicular accesses. It is assumed that each vehicular access is three metres in width.
- 3.7 As the survey area comprised a single road, Grange Court Road, which is segmented by parking restrictions, each segment of available on-street parking has been colour coded on the plan attached as **Appendix B**.

Parking Survey Results

- 3.8 In accordance with BCC’s Parking Survey Methodology, a car parking space is defined as a five metre length of kerb space. In line with this, a surveyed parked car is also assumed to occupy a five metre length of kerb space.
- 3.9 The results of the evening parking survey undertaken on Wednesday 7th October 2020 between 2200 and 2230 is provided in **Table 3.1** below. The approximate location of parked vehicles is shown on a plan attached as **Appendix C**, supported by photographic evidence.

Table 3.1 – Wednesday 7th October 2020 (2200-2230) Parking Survey Results

Grange Court Road Segment	Total Length (m) of Kerb Space (Excluding Residential Accesses and Restrictions)	Number of Cars Parked	Number of Available Car Parking Spaces (5m Length)*
Blue	104	0	21
Purple	131	3	23
Green	58	4	8
Grey	28	0	6
Orange	95	0	19
Total	416	7	76

**Figures subject to rounding.*

- 3.10 **Table 3.1** demonstrates that during the survey undertaken on Wednesday 7th October 2020 between 2200 and 2230, a total of 76 on-street car parking spaces were available within 150 metre walking distance of the site.
- 3.11 The results of the school peak hour parking survey undertaken on Thursday 8th October 2020 between 1515 and 1545 is provided in **Table 3.2** below. The approximate location of parked vehicles is shown on a plan attached as **Appendix D**, supported by photographic evidence.

Table 3.2 – Thursday 8th October 2020 (1515-1545) Parking Survey Results

Grange Court Road Segment	Total Length (m) of Kerb Space (Excluding Residential Accesses and Restrictions)	Number of Cars Parked	Number of Available Car Parking Spaces (5m Length)*
Blue	104	11	10
Purple	131	12	14
Green	58	6	6
Grey	28	5	0
Orange	95	4	15
Total	416	38	45

**Figures subject to rounding.*

3.12 **Table 3.2** demonstrates that during the survey undertaken on Thursday 8th October 2020 between 1515 and 1545, a total of 45 on-street car parking spaces were available within 150 metre walking distance of the site.

3.13 The results of the evening parking survey undertaken on Thursday 8th October 2020 between 2200 and 2230 is provided in **Table 3.3** below. The approximate location of parked vehicles is shown on a plan attached as **Appendix E** supported by photographic evidence.

Table 3.3 – Thursday 8th October 2020 (2200-2230) Parking Survey Results

Grange Court Road Segment	Total Length (m) of Kerb Space (Excluding Residential Accesses and Restrictions)	Number of Cars Parked	Number of Available Car Parking Spaces (5m Length)*
Blue	104	0	21
Purple	131	3	23
Green	58	4	8
Grey	28	0	6
Orange	95	0	19
Total	416	7	76

**Figures subject to rounding.*

- 3.14 **Table 3.3** demonstrates that during the survey undertaken on Thursday 8th October between 2200 and 2230, a total of 76 on-street car parking spaces were available within 150 metre walking distance of the site.

Parking Survey Summary

- 3.15 The weeknight parking surveys undertaken between 2200 and 2230 demonstrated minimal on-street parking, with approximately 76 free spaces available. The survey undertaken between 1515 and 1545 during the school peak hour demonstrated higher on-street parking demand, however, approximately 45 on-street parking spaces were available. It is therefore concluded that the forecast parking demand generated by the proposed development can be accommodated on-street.

4 Conclusion

- 4.1 This TN has been prepared by TPA on behalf of ERE LLP Ltd in support of a proposed development at 1-21 Grange Court, Grange Court Road, Westbury on Trym.
- 4.2 This TN has summarised the results of parking surveys undertaken by TPA in the vicinity of the proposed development, as requested by BCC TDM. The parking surveys have adhered to BCC's Parking Survey Methodology guidance.
- 4.3 Through analysis of 2011 Census data, this TN has demonstrated that the proposed development, which will provide 14 private rental flats, could generate a parking demand of 13 spaces.
- 4.4 Parking surveys were undertaken on Wednesday 7th October 2020 and Thursday 8th October 2020 between 2200 and 2230. A parking survey was also undertaken on Thursday 8th October between 1515 and 1545. The surveys recorded an on-street parking availability of 76, 76 and 45 spaces respectively.
- 4.5 It is concluded that there is sufficient on-street parking availability to accommodate the parking demand generated by the proposed development.

APPENDIX A

LC4416EW - Tenure by car or van availability by number of usual residents aged 17 or over in household

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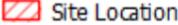
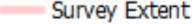
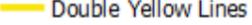
population	All households
units	Households
date	2011
area type	2011 super output areas - middle layer
area name	E02003017 : Bristol 006
no of usual residents in househ	All categories: Number of usual residents aged 17 or over in household

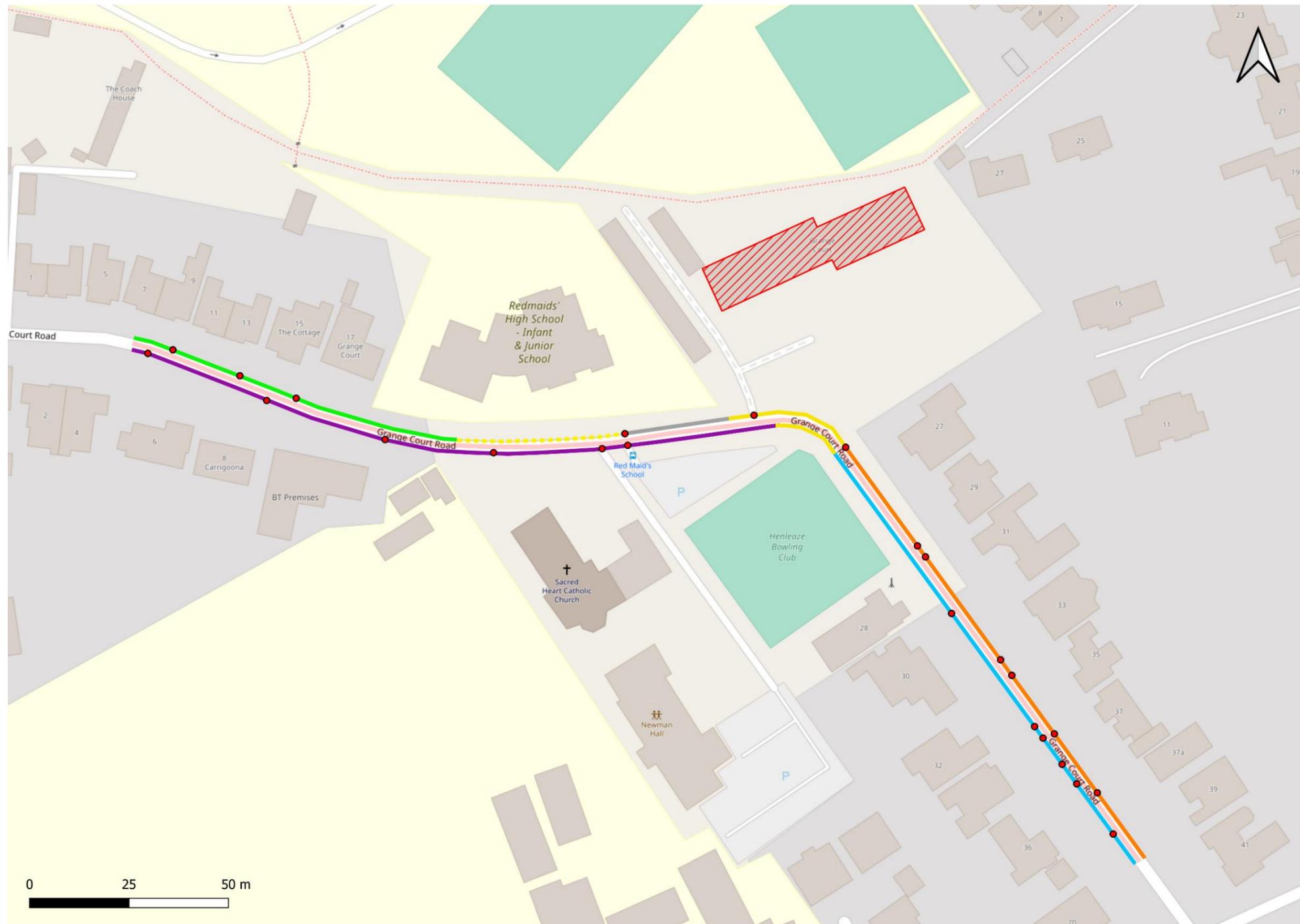
Cars or Vans	Private rented or living rent free
All categories: Car or van avail:	443
No cars or vans in household	110
1 car or van in household	232
2 or more cars or vans in house	101

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, p:

APPENDIX B

NOTES:

-  Site Location
-  Survey Extent
-  Vehicular Accesses
-  School Keep Clear Markings
-  Double Yellow Lines



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BS1 4PB

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www.tpa.uk.com

CLIENT:
ERE LLP

PROJECT:
Grange Court Road

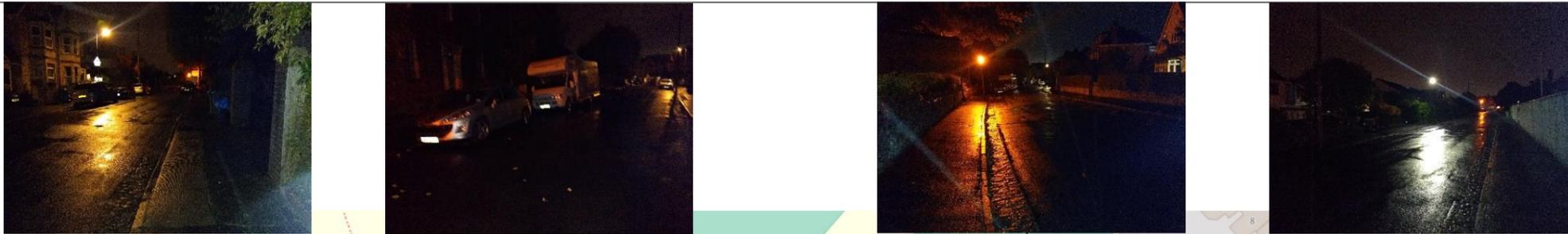
TITLE:
Parking Survey Extent

STATUS:
INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
NTS	09/10/20	WG	JD	JD

JOB NO:	DRAWING NO:	REVISION:
2010-014	Appendix B	

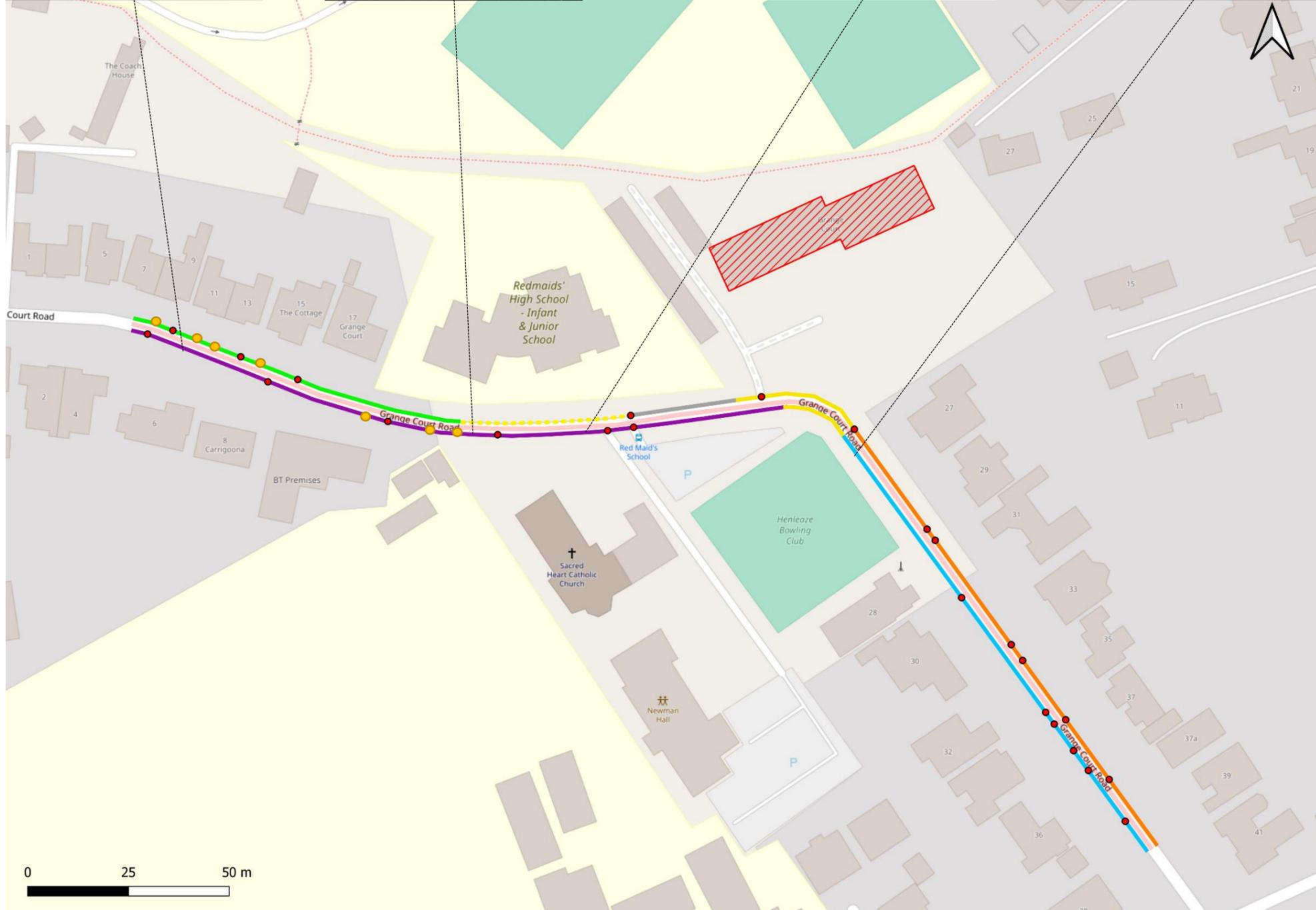
APPENDIX C



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NOTES:

-  Site Location
-  Survey Extent
-  Vehicular Accesses
-  School Keep Clear Markings
-  Double Yellow Lines
-  Parked Vehicle Approximate Location



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CLIENT:
ERE LLP

PROJECT:
Grange Court Road

TITLE:
Parking Survey Wednesday 7th October 2020 (2200-2230)

STATUS:
INFORMATION

SCALE: NTS	DATE: 09/10/20	DRAWN: WG	CHECKED: JD	APPROVED: JD
JOB NO: 2010-014		DRAWING NO: Appendix C		REVISION:

NOTES:

-  Site Location
-  Survey Extent
-  Vehicular Accesses
-  School Keep Clear Markings
-  Double Yellow Lines
-  Parked Vehicle Approximate Location



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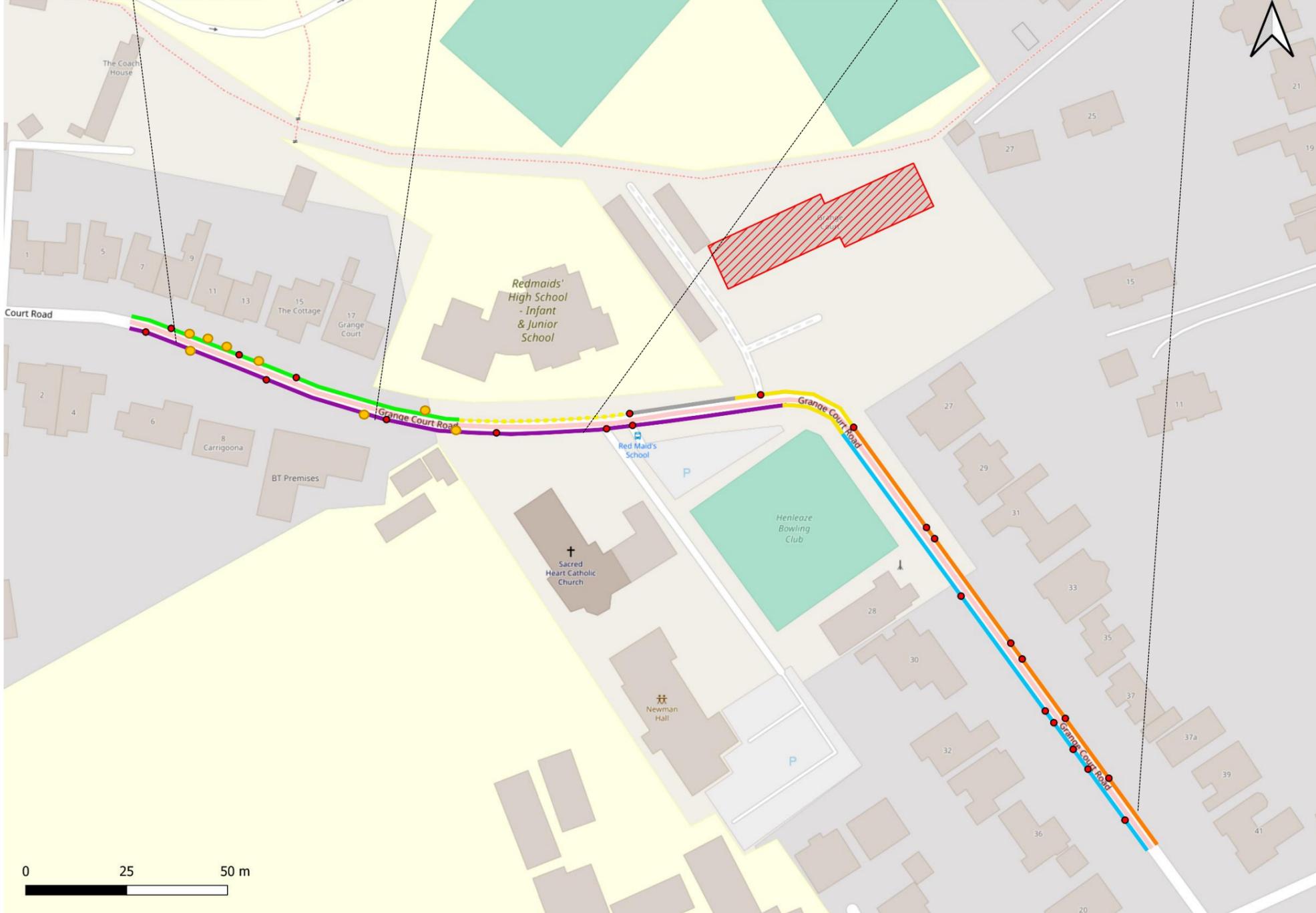
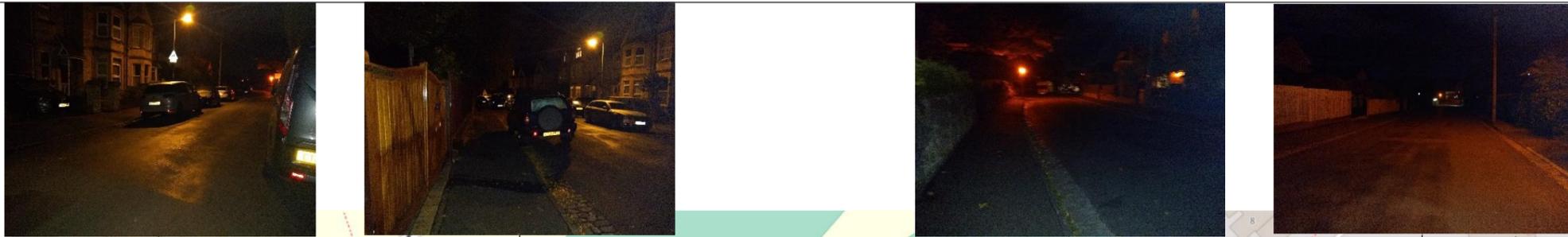
CLIENT:
ERE LLP

PROJECT:
Grange Court Road

TITLE:
Parking Survey Thursday 8th October 2020 (1515-1545)

STATUS:
INFORMATION

SCALE: NTS	DATE: 09/10/20	DRAWN: WG	CHECKED: JD	APPROVED: JD
JOB NO: 2010-014	DRAWING NO: Appendix C		REVISION:	



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NOTES:

-  Site Location
-  Survey Extent
-  Vehicular Accesses
-  School Keep Clear Markings
-  Double Yellow Lines
-  Parked Vehicle Approximate Location

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CLIENT:

ERE LLP

PROJECT:

Grange Court Road

TITLE:

Parking Survey Thursday 8th October 2020 (2200-2230)

STATUS:

INFORMATION

SCALE: NTS	DATE: 09/10/20	DRAWN: WG	CHECKED: JD	APPROVED: JD
JOB NO: 2010-014		DRAWING NO: Appendix C		REVISION:

Development Control – 11 November 2020

ITEM NO. 2

WARD: Windmill Hill

SITE ADDRESS: The Windmill 14 Windmill Hill & 3 Eldon Terrace Bristol BS3 4LU

APPLICATION NO: 20/02864/F Full Planning

DETERMINATION DEADLINE: 30 October 2020

First-floor and raised single storey rear extensions. Change of use of The Windmill Public House from Use Class A4 and conversion into 5 flats (Use Class C3). Reinstatement of the basement beneath 3 Eldon Terrace to residential use. Minor external alterations and sub-division of the rear garden area.

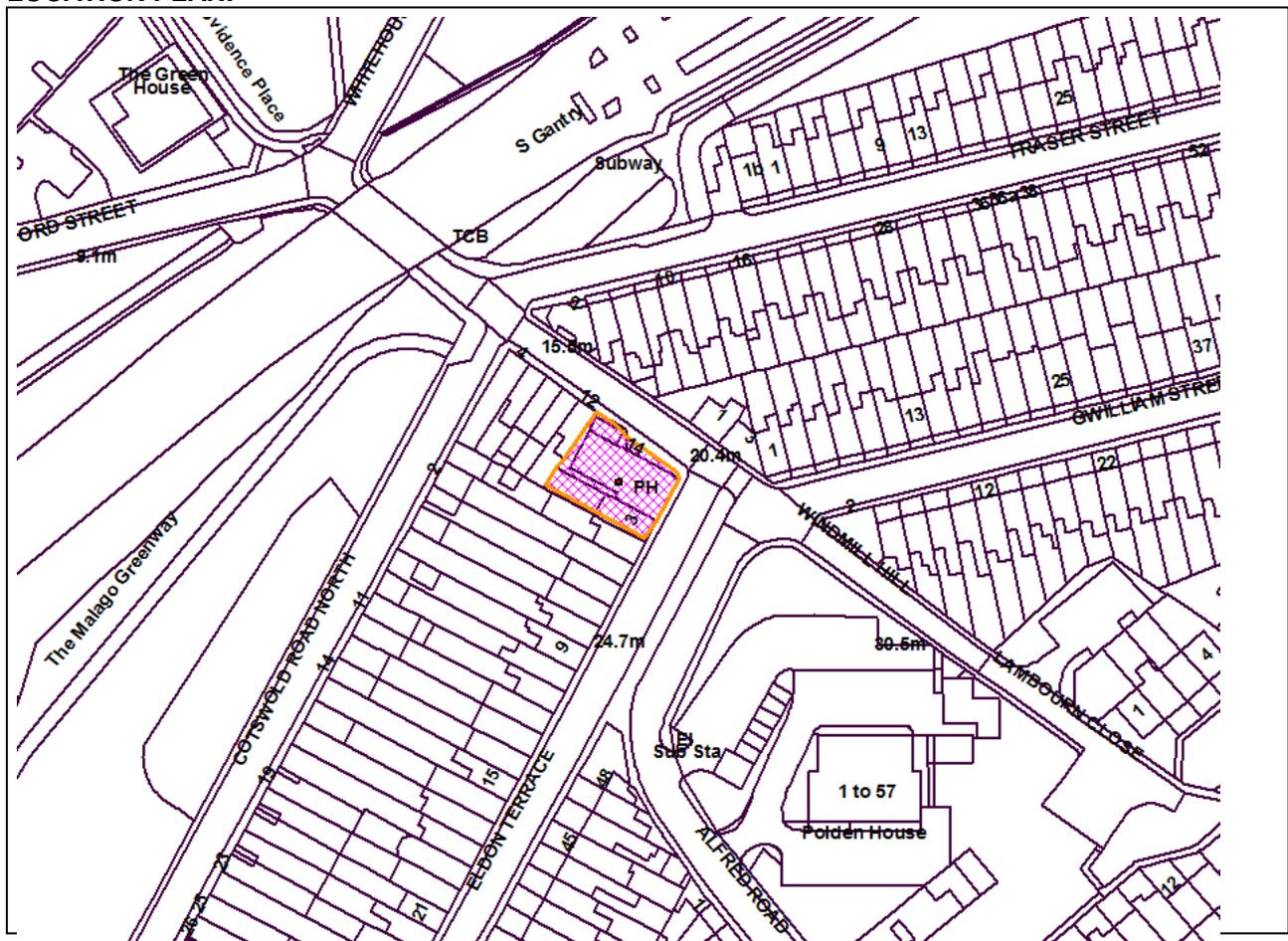
RECOMMENDATION: Grant subject to Condition(s)

AGENT: Grass Roots Planning Ltd
Unit 106
86-88 Colston Street
Bristol
BS1 5BB

APPLICANT: Bar Wars Ltd
The Windmill Public House
C/o Agent

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

LOCATION PLAN:



Development Control Committee B – 11th November 2020
Application No. 20/02864/F- Windmill Pub, Windmill Hill BS3 4LU

SUMMARY

The application comprises:

- Change of Use of ground floor of public house (A4) into 5 flats (2 x 1-bed and 3 x 2-bed units) (C3)
- Reinstatement of the basement beneath 3 Eldon Terrace to residential use.
- First floor side extension over the existing lean-to/single storey extension facing onto Windmill Hill
- Sub division of rear garden
- Waste & recycling and cycle storage

The application site is the Windmill Public House which is located on the north western corner of Windmill Hill and Eldon Terrace.

The application has been called in for consideration by the Planning Committee by Councillor Jon Wellington for the following reasons:

“The local community have concerns about this plan as it changes the use from a well-used community pub to residential. There are also concerns about density and parking with a residential development which residents and myself would like to present to committee”.

The application was advertised by neighbour notification letter, site and press notices. 2 letters of support and 84 objections have been received in relation to the following matters:

- The pub should be retained as a community facility
- Community group interest demonstrates that pub remains viable
- Proposed flats will create additional congestion and impact on parking

The principle of converting public house into residential use is considered to be acceptable as there is a wide range of public houses within the local vicinity.

The applicant has provided detailed profit and loss analysis for the public house which demonstrates a significant loss over the last few years. On this basis the applicant was forced to close the public house back in April as it is no longer viable to keep it open. This decision was taken prior to the first closure of all public houses due to the ongoing COVID 19 situation.

In addition to this financial information, the applicant has provided evidence of that the public house has been unsuccessfully marketed by Fleurets since May 2019 (the sale price was also reduced within this period).

Objectors to the closure of the public house have highlighted the fact that a local community group has shown interest in purchasing the premises. The applicant has entered into extensive discussions with the group and has demonstrated that they are willing to sell the public house to them by refusing an offer by a major Pub Chain so as to allow the community group additional time to raise the necessary finances. This has been a prolonged process since October 2019 that has not resulted in the necessary finances being raised.

The previous application for an almost identical proposal was refused for the following reasons:

- Unit 2 as proposed did not provide adequate conditions for future occupants due to a lack of natural light and outlook
- Overlooking and loss of privacy to adjacent properties along Eldon Terrace room unit 6
- Failure to accommodate and provide suitable access for proposed refuse and cycle storage

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Application No. 20/02864/F- Windmill Pub, Windmill Hill BS3 4LU

provision

- Lack of any Tree Protection Plan or Arboricultural Assessment of the proposal site

It is considered that this current submission has overcome all of these reasons for refusing the previous application. The internal arrangement has been reconfigured to allow additional natural light to enter unit 2 and all units are an appropriate size. Privacy screens have been erected at first floor level meaning an acceptable level of amenity is provided to neighbouring properties. The proposed refuse and cycle storage is now considered by TDM and an Arboricultural Assessment of the proposal site has demonstrated that no trees will be harmed or removed as a result of the proposed development.

Accordingly, it is the officer recommendation that the application be approved, subject to conditions.

SITE DESCRIPTION

The application site is the Windmill Public House which is located on the north western corner of Windmill Hill and Eldon Terrace. The ground floor is in use as the public house and the first floor is in use as a 4-bed apartment and the premises has a small garden area to the rear. The pub's cellar is located beneath the adjoining residential property 3 Eldon Terrace which is used in connection with the pub. The adjoining property, 3 Eldon Terrace is in effect a 3-bed house, apart from the cellar, which is used in connection with the pub. It has a balcony and rear garden.

RELEVANT HISTORY

80/04283/P_S Alterations to form improvements to Public House. Change of use of dwelling house to storage in connection with adjoining public house. Date Closed 9 February 1981 REF

81/01060/U_U Change of use of cellar only of dwelling house to storage area in relation to Public House and internal improvements to Public House. Date Closed 21 May 1981 PG

08/01875/F Change of use from a residential garden to a pub garden and associated landscape works and boundary treatment. Date Closed 23 June 2008 REF

19/00940/CE Application for a Lawful Development Certificate for an Existing use or operation or activity - Use of the cellar contained within the basement of 3 Eldon Terrace as part of the adjacent public house "The Windmill" (Use Class A4) in excess of ten years. Date Closed 28 March 2019 CLUG

19/06116/F First-floor extension and change of use of The Windmill Public House from Use Class A4 and conversion into 5 flats (Use Class C3). Reinstatement of the basement beneath 3 Eldon Terrace to residential use. Proposed external alterations and sub-division of the rear garden area. Date Closed 21 April 2020 REF

APPLICATION

First-floor and raised single storey rear extensions. Change of use of The Windmill Public House from Use Class A4 and conversion into 5 flats (2 x 1-bed and 3 x 2-bed units) (Use Class C3). Reinstatement of the basement beneath 3 Eldon Terrace to residential use. Minor external alterations and sub-division of the rear garden area.

RESPONSE TO PUBLICITY AND CONSULATION

NEIGHBOUR CONSULTATION

The application was advertised by neighbour notification letter, site and press notices. 2 letters of

Development Control Committee B – 11th November 2020
Application No. 20/02864/F- Windmill Pub, Windmill Hill BS3 4LU

support and 84 objections have been received in relation to the following matters:

- The pub should be retained as a community facility
- Community group interest demonstrates that pub remains viable
- Proposed flats will create additional congestion and impact on parking

OTHER COMMENTS:

Bristol Civic Society objected to the previous proposal for this site ref.19/06116/F as follows:

“Bristol Civic Society objects to the loss of the public house use of these premises which would diminish the social infrastructure of this neighbourhood. At the very least, any change of use should include an element of community use. The Society also objects to the residential proposal. The present building fits in well with the grain of this area. The increased massing that would result from the development would be out of place and harmful to the character of the neighbourhood. We also consider the proposal to be an overdevelopment of the site leaving virtually no amenity space. The introduction of six flats would almost certainly exacerbate on-street parking pressure notwithstanding the provision of cycle parking facilities.

The Society was pleased to see that the Council refused that application. Although one less flat is proposed in the new application, we see little substantive change in the harmful impact it would have. We, therefore maintain our objection on the same grounds”.

(Case Officer note: The number of proposed units has not altered between applications with 5 proposed within the public house)

INTERNAL CONSULTEES

City Design Group: No objection. The Urban Design Officer was consulted through the surgery process during the determination of this application and raised no objection to the proposed extension of the building

Transport Development Management (TDM): No objection, comments as follows:

The proposed application site is situated on the north western corner of Windmill Hill and Eldon Terrace. East Street is within walking distance of the site offering an immense mix of local amenities and access to public transport. There has been one collision within the vicinity of the site within the past five years.

Trip Generation

Having assessed the proposal we do not believe the proposed change of use from a pub to five flats will have an adverse impact on the highway network, and due to the reduction of trip generation to the development, there will not be a significant increase on trips to the highway network.

Car Parking

It is accepted that the development is car free and that there may be additional pressure on the on- street parking. However, there are waiting restrictions protecting areas where there may be obstructive and unsafe parking, so any additional parking, so is not considered to create a severe impact on road safety. Residents would be exempt from any future resident parking permits (RPZ) as this is a car free/low car development.

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Cycle Parking

TDM are satisfied with the cycle parking location, In respect of cycle storage it is fully enclosed, secure, we recommend it is well illuminated due to the where it is located, however the applicant has complied with the standards as set out in 'The Bristol Local Plan: Site Allocations and Development Management Policies (adopted July 2014)' and met the following principles:

- be fully enclosed, weather proofed and secure
- be well illuminated and overlooked
- be located either within the curtilage of the application site, as close to the main entrance of the building, or within the curtilage itself
- afford level access and not involve the need to climb any steps/stairs or the need to carry cycles through the building
- Not provide vertical or semi vertical cycle parking

Waste

The applicant has demonstrated that the bins will be contained within a dedicated, suitably screened, suitably ventilated and secure area, which will prevent interference by any scavenging pests or any third party. TDM are satisfied with the plans submitted.

Construction Management

Due to the impact this proposal would have on the highway network during the demolition/construction period, the applicant would be required to produce and submit a highway network construction management plan.

Recommendation

Transport Development Management are satisfied with the documentation submitted and are recommending approval subject to the following conditions stated below:

B3A Construction management plan

C5A Implementation/Installation of Refuse Storage and Recycling Facilities – Shown on Approved Plans

C8 Completion of Pedestrians/Cyclists Access – Shown

C13 Completion and Maintenance of Cycle Provision – Shown

I043A) Impact on the highway network during construction

I045A) Restriction of Parking Permits – Future Controlled Parking Zone/Residents Parking Scheme

Pollution Control: No objection. The premises operated as a pub for a number of years with the last noise complaint from the pub being back in 2012. The proposed residential use is not considered to result in any additional noise nuisance.

RELEVANT POLICIES

National Planning Policy Framework – February 2019

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 and the Hengrove and Whitchurch Neighbourhood Development Plan 2019.

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In determining this application, the Local Planning Authority has had regard to all relevant policies of the Bristol Local Plan and relevant guidance including SPD2 A Guide for Designing House Alterations and Extensions (October 2005)

KEY ISSUES

(A) IS THE PRINCIPLE ACCEPTABLE IN LAND USE TERMS?

The proposal site is unallocated on the Local Plan Policies Map, which in general relates to areas that are primarily residential and where the primary uses are likely to remain undisturbed.

Policy BCS5 sets out that the Core Strategy aims to deliver new homes within Bristol's existing built up areas to contribute towards accommodating a growing number of people and households in the city. Between 2006 and 2026, 30,600 new homes will be provided in Bristol. The policy further states that the development of new homes will primarily be on previously developed sites across the city. This is supported by BCS20 which states that new development will maximise opportunities to re-use previously developed land.

The need to make the most effective use of this piece of urban land in accordance with Policy BCS20 is acknowledged and acceptable in this location in a built up residential area in what is considered to be a sustainable location.

The creation of five flats would make a small scale but valuable contribution towards housing supply which is compatible with the objectives of Policy BCS5.

To conclude, in land use terms, the creation of 5 flats at the site would represent sustainable development in full accordance with national and local planning policy. The principle of development in land use terms is therefore acceptable subject to the loss of the public house use being acceptable in policy terms (see Key Issue B).

(B) WOULD THE LOSS OF THE PUBLIC HOUSE BE ACCEPTABLE?

The proposal would result in the loss of The Windmill Public House. Relevant policy is as follows:

Section 8 of the National Planning Policy Framework (2019) addresses the issue of 'Promoting Healthy Communities'. At paragraph 91 it is specified that 'the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities.' It is stated, at paragraph 92, that 'to deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:

- 'plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;
- guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs'

Policy BCS12 of the Core Strategy (2011) states that existing community facilities should be retained, unless it can be demonstrated that there is no longer a need to retain the use or where alternative provision is made. In such cases the Council will need to assess the loss in terms of the social, economic and physical impact on the local community and the harm caused to the level of community provision in the area. Policy BCS2 in the same document seeks the retention of small-scale uses, such as pubs, where they contribute to the diversity and vitality of the city centre.

Policy DM5 specifies that proposals involving the loss of community facilities (including pubs) land or buildings will not be permitted unless it is demonstrated that:

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- i. The loss of the existing community use would not create, or add to, a shortfall in the provision or quality of such uses within the locality or, where the use has ceased, that there is no need or demand for any other suitable community facility that is willing or able to make use of the building(s) or land; or
- ii. The building or land is no longer suitable to accommodate the current community use and cannot be retained or sensitively adapted to accommodate other community facilities; or
- iii. The community facility can be fully retained, enhanced or reinstated as part of any redevelopment of the building or land; or
- iv. Appropriate replacement community facilities are provided in a suitable alternative location.

Policy DM6 in the Site Allocations and Development Management Policies (2014) further states that proposals involving the loss of established public houses will not be permitted unless it is demonstrated that:

- i. The public house is no longer economically viable; or
- ii. A diverse range of public house provision exists within the locality.

Where development is permitted any extensions or alterations should not harm the identity or architectural character of the public house.

With regards to criterion i) of Policy DM6, the applicant has provided detailed profit and loss analysis for the public house which demonstrates a significant loss over the last few years. It is also understood that on this basis the applicant has been forced to close the public house as it is no longer viable to keep it open. This decision was taken prior to the closure of all public houses during the first lockdown as a result of the ongoing COVID situation

In addition to this financial information, the applicant has provided evidence of that the public house has been unsuccessfully marketed by Fleurets since May 2019 (the sale price was also reduced within this period).

Objectors to the closure of the public house have highlighted the fact that a local community group has shown interest in purchasing the premises. The applicant has entered into extensive discussions with the group and has demonstrated that they are willing to sell the public house to them. However, despite a lengthy period of interest, there has been no formal offer or indication that one will be forthcoming from the community group. Therefore it is considered that the proposal satisfies the requirements of criterion i) of Policy DM6 in respect of the business being no longer economically viable

With regards to criterion ii) of DM6 the applicant has demonstrated that there are numerous other public houses within the local area, many of which serve food and host various events. The locations of these establishments are demonstrated within the Committee presentation

In relation to the loss of the public house, given the extensive number and range of pubs within the local area it is not considered that the loss of this currently closed public house would adversely affect the social well-being of the local community neither would it deprive the local community of a facility that could help strengthen and support their social well-being. The application is therefore found to comply with Policies DM5 and DM6 in the Site Allocations and Development Management Policies (2014); Policy BCS12 of the Core Strategy (2011) as well as guidance contained within the NPPF (2019).

(C) IS THE PROPOSED DEVELOPMENT ACCEPTABLE IN TERMS OF MIXED AND BALANCED COMMUNITY ISSUE?

Section 6 of the NPPF reflects the need to significantly boost the supply of housing and to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities. Policy BSC18 of the adopted Core Strategy reflects this guidance

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and states that "all new residential development should maintain, provide or contribute to a mix of housing tenures, types and sizes to help support the creation of mixed, balanced and inclusive communities", with reference to the evidence provided by the Strategic Housing Market Assessment, also notes that 'developments should contribute to a mix of housing types and avoid excessive concentrations of one particular type'. The policy wording states that development 'should aim to contribute to the diversity of housing in the local area and help to redress any housing imbalance that exists.

Bristol comprises a diverse range of residential neighbourhoods with significant variations in housing type, tenure, size, character and quality. A wide range of factors influence the housing needs and demands of neighbourhoods. Such factors include demographic trends, housing supply, economic conditions and market operation. The inter-relationship between these and other factors is often complex and dynamic. In the circumstances, housing requirements will differ greatly across the city and will be subject to change over time. With this in mind an overly prescriptive approach to housing mix would not be appropriate. However, it has been possible to identify broad housing issues that are applicable to many neighbourhoods. Analysis of the city's general housing needs and demands has identified a number of indicative requirements for each of 6 city zones. The zones reflect sub-market areas used in the Strategic Housing Market Assessment (SHMA). The intention is to provide a strategic steer for all sizes of residential scheme within each zone. A local area-based assessment is required to assess the development's contribution to housing mix as a smaller scale will not provide a proper understanding of the mix of that area; a larger scale may conceal localised housing imbalances. As a guide the neighbourhood is defined as an area equivalent to the size of a Census Lower Level Super Output Area (average of 1,500 residents).

The site is located in within the Windmill Hill West Lower Super Output Area (LSOA). An up-to-date picture of the proportion of different residential accommodation types in the LSOA can be obtained by assessing the 2011 Census data suggests that the Windmill Hill West LSOA comprises approximately 72.5%houses/ 27.5% flats with 12.7% of properties being 1 bedroom and 37.4% 2 bedroom. On this basis, no objections are raised to the type and size of the units proposed as the scheme would not create or contribute to local imbalance of housing type or size.

(D) WOULD THE PROPOSED DEVELOPMENT BE ACCEPTABLE IN DESIGN TERMS

Policy BCS21 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.

Policies DM26-29 of the Site Allocations & Development Management Policies require development to contribute to the character and distinctiveness of an area through its layout, form, public realm and building design.

DM26 expects developments to contribute towards local character and distinctiveness by restoring the local pattern and grain of development, responding appropriately to the height, scale, massing, shape, form, and proportion of existing buildings, building lines and setbacks from the street, as well as reflecting locally characteristic architectural styles, patterns and features.

DM27 expresses that the layout, form, pattern and arrangement of streets, buildings and landscapes should contribute towards to creation of quality urban space and that the height, scale and massing of development should be appropriate to the immediate context, site constraints, character of adjoining streets and spaces and setting. Development should provide a coherent, interconnected and integrated built form that relates to its immediate context.

DM6 states that any extensions or alterations should not harm the identity or architectural character of the public house

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The proposed development includes a first-floor extension over the existing lean-to/single storey extension facing onto Windmill Hill and other minor external alterations including a small rear extension. The proposed works are not considered to be significantly detrimental to the visual amenity of the locality or the character and appearance of the public house.

(E) WOULD THE PROPOSAL PROVIDE ACCEPTABLE LIVING CONDITIONS FOR OCCUPANTS OR HAVE ANY ADVERSE IMPACT ON THE AMENITY OF THE SURROUNDING PROPERTIES?

BCS21 provides a set of criteria for the assessment of design in new development. Proposals are expected to safeguard the amenity of existing development and deliver a high-quality environment for future occupiers.

Policies DM27 and DM29 state that new buildings should be designed to a high quality, ensuring that existing and proposed development achieves appropriate levels of outlook, daylight and privacy.

The proposed plans indicate that the public house is to be converted into 5 flats (2 x 1-bed and 3 x 2-bed units). All of the proposed units have Ground Floor Internal Areas (GIAs) that broadly accord with the requirements of the National Space Standards and are dual fronted meaning an acceptable amount of natural light will enter the proposed properties.

The potential for overlooking from the first floor bedroom of unit 6 across the rear gardens of the properties along Eldon terrace has been mitigated by the erection of a vertical timber slatted screen which allows unidirectional views whilst allowing adequate outlook.

The bulk, scale, massing and siting of the proposed extension is not considered to result in any unacceptable loss of daylight or overbearing impact on the neighbouring dwellings.

The proposal is therefore considered to provide adequate living conditions for future occupants and not to have any significantly detrimental to the current level of amenity awarded to the surrounding properties.

(F) IS THE PROPOSED DEVELOPMENT ACCEPTABLE WITH REGARD TO TRANSPORT AND HIGHWAY SAFETY?

Policy DM23 specifies development proposals will be expected should provide an appropriate level of safe, secure, accessible and usable parking provision having regard to the level of accessibility by cycling and must also provide appropriate servicing and loading facilities. Proposals for parking, servicing and loading should make effective and efficient use of land and be integral to the design of the development.

Policy DM32 states that residential development will be expected to provide as a minimum communal recycling facilities and refuse bins of sufficient capacity to serve the proposed development as a whole. Further to this, policy DM32 requires that the location of waste and recycling storage provision must provide safe and convenient access for occupants while also providing satisfactory access for collection vehicles and operatives

Concerns have been raised that the proposed development will have an adverse impact on local parking. It is noted that the existing use of the building as a public house will have generated on street parking within the locality and the proposed conversion into 5 flats is not considered to significantly increase this requirement

The Council's TDM Officer has commented that the sustainable location of the proposal site means that it is acceptable for it to be a car free development and so has raised no objection in terms of impact of additional congestion and parking in the local area.

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Further to this, the proposed refuse and cycle storage provision are both considered acceptable meaning the proposal accords with the requirements of policies DM23, DM32.

(G) DOES THE PROPOSED DEVELOPMENT ADEQUATELY MEET OBJECTIVES OF SUSTAINABILITY AND CLIMATE CHANGE?

Policies BCS13-15 within the adopted Bristol Development Framework Core Strategy (2011) require new development to be designed to mitigate and adapt to climate change and meet targets to reduce carbon dioxide emissions. This should be achieved, amongst other measures, through efficient building design, the provision of on-site renewable energy generation to reduce carbon dioxide emissions by at least 20% based on the projected residual energy demand of new buildings.

The applicant has provided this level of information on the form of a Summary Table which demonstrates that the proposal meets the required 20% reduction in carbon emissions. The application is therefore considered acceptable in principle on these grounds

(H) WOULD THE PROPOSED DEVELOPMENT RAISE ANY ARBORICULTURE ISSUES?

Policy BCS9 states that the integrity and connectivity of the strategic green infrastructure network should be maintained, protected and enhanced. Individual green assets should be retained wherever possible and integrated into new development.

BCS21 in the same document also states that new development will be expected to deliver a safe, healthy, attractive, usable, durable and well-managed built environment comprising high quality inclusive buildings and spaces that integrate green infrastructure.

Policy DM17 requires that new tree planting is carried out to compensate for any trees that are lost as part of new development.

The applicant has provided an Arboricultural report that confirms that there are no trees within the site boundary or in the immediate locality that would be affected by the proposed development

CONCLUSION

The conversion of the Windmill Public House into residential apartments is considered in principle to be acceptable in relation to the requirements of policies BCS2, BCS12, DM5 and DM6.

The proposed development is considered to provide adequate living conditions for future occupants. In addition, the bulk, scale, massing and siting of the proposed extension is not considered to result in any unacceptable loss of daylight or overbearing impact on the neighbouring dwellings in accordance with policies BCS21, DM27 and DM29.

The Council's TDM Officer is satisfied that the proposed development will not significantly increase demand for on street parking in the locality over and above the existing public house use. The proposed waste and cycle storage provision complies with satisfies policies DM23 and DM32.

It has been demonstrated that the proposed development will not have any detrimental impact on any existing trees which accords with policies BCS9, BCS21 and DM17.

The Community Infrastructure Levy for this development is £23,260.71

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RECOMMENDED GRANT subject to condition(s)

Time limit for commencement of development

1. Full Planning Permission

The development hereby permitted shall begin before the expiration of three years from the date of this permission.

Reason: As required by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

Pre commencement condition(s)

2. Construction Management Plan

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

- o 24 hour emergency contact number;
- o Hours of operation;
- o Parking of vehicle of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
- o Routes for construction traffic;
- o Locations for loading/unloading and storage of plant, waste and construction materials;
- o Method of preventing mud being carried onto the highway;
- o Measures to protect vulnerable road users (cyclists and pedestrians)
- o Any necessary temporary traffic management measures;
- o Arrangements for turning vehicles;
- o Arrangements to receive abnormal loads or unusually large vehicles;
- o Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

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

Pre occupation condition(s)

3. Implementation/Installation of Refuse Storage and Recycling Facilities – Shown on Approved Plans

No building or use hereby permitted shall be occupied or use commenced until the refuse store and area/facilities allocated for storing of recyclable materials, as shown on the approved plans have been completed in accordance with the approved plans. Thereafter, all refuse and recyclable materials associated with the development shall either be stored within this dedicated store/area, as shown on the approved plans, or internally within the building(s) that form part of the application site. No refuse or recycling material shall be stored or placed for collection on the adopted highway (including the footway), except on the day of collection.

Reason: To safeguard the amenity of the occupiers of adjoining premises; protect the general environment; prevent any obstruction to pedestrian movement and to ensure that

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there are adequate facilities for the storage and recycling of recoverable materials.

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

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

Reason: In the interests of highway safety.

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

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

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

Post occupation management

6. The development permitted by this planning permission shall be carried out in complete accordance with the Energy & Sustainability Statement dated December 2019 prepared by JS Lewis LTD unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development makes sufficient contribution towards mitigating and adapting to climate change

7. The vertical timber slatted screen on the first floor south west elevation as shown on the Proposed Sections & Elevations T(20)E00 Rev B shall be erected prior to the first occupation of the building and retained in perpetuity

Reason: In the interest of residential amenity and privacy of surrounding properties

List of approved plans

8. 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.

Site location plan, received 2 July 2020

T(20)E00_REV(B) Proposed elevations and sections, received 2 July 2020

T(20)P00_REV(E) Proposed floor plans, received 2 July 2020

Reason: For the avoidance of doubt

Advices

9 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

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Code of practice for noise and vibration control on construction and open sites and the code of practice adopted by Bristol City Council with regard to "Construction Noise Control". The hours that are usually allowed for construction or demolition works that are audible at any residential property to be carried out are 8.00 to 18.00 Monday to Friday and 8.00 to 13.00 Saturdays. Further information can be obtained from Pollution Control, Bristol City Council pollution@bristol.gov.uk

10 Impact on the highway network during construction

The development hereby approved and any associated highway works required, is likely to impact on the operation of the highway network during its construction (and any demolition required). You are advised to contact the Highway Authorities Network Management Team at traffic@bristol.gov.uk before undertaking any work, to discuss any temporary traffic management measures required, such as footway, Public Right of Way, carriageway closures or temporary parking restrictions a minimum of eight weeks prior to any activity on site to enable Temporary Traffic Regulation Orders to be prepared and a programme of Temporary Traffic Management measures to be agreed.

11 Restriction of Parking Permits - Future Controlled Parking Zone/Residents Parking Scheme

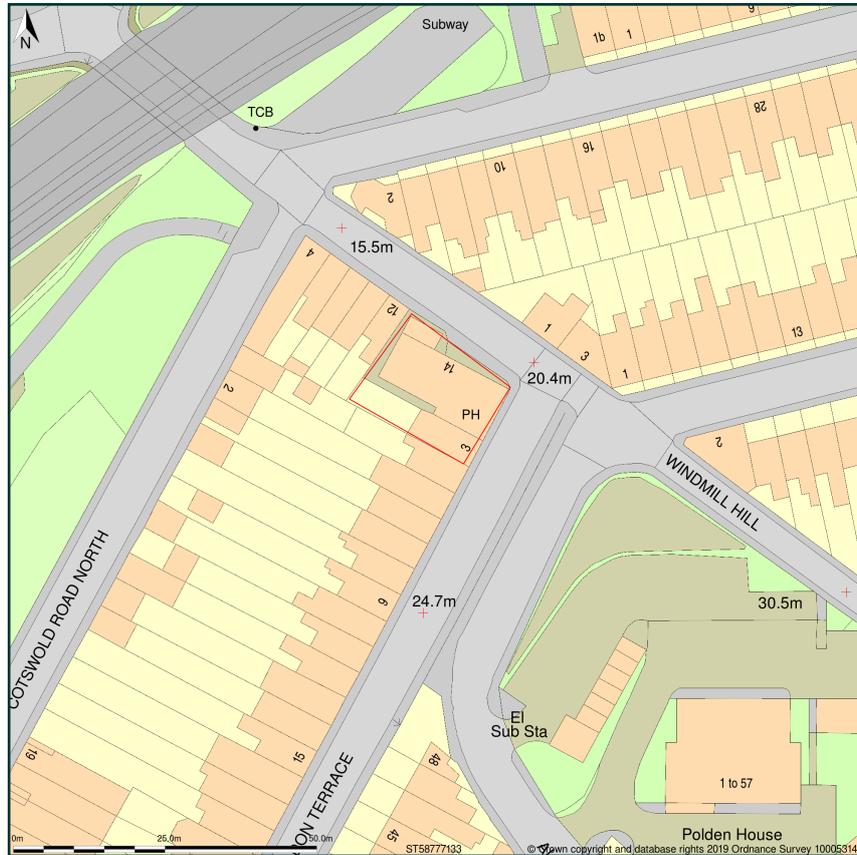
You are advised that the Local Planning Authority has recommended to the Highways Authority that on the creation of any Controlled Parking Zone/Residents Parking Scheme area which includes the development, that the development shall be treated as car free / low-car and the occupiers are ineligible for resident parking permits as well as visitors parking permits if in a Residents Parking Scheme.

Supporting Documents

2. Windmill Pub, 14 Windmill Hill & 3 Eldon Terrace

1. Site Location Plan
2. Proposed Sections & Elevations
3. Proposed Floor Plans

14 Windmill Hill and 3 Eldon Terrace, Bedminster, Bristol, Bristol City, BS3 4NZ



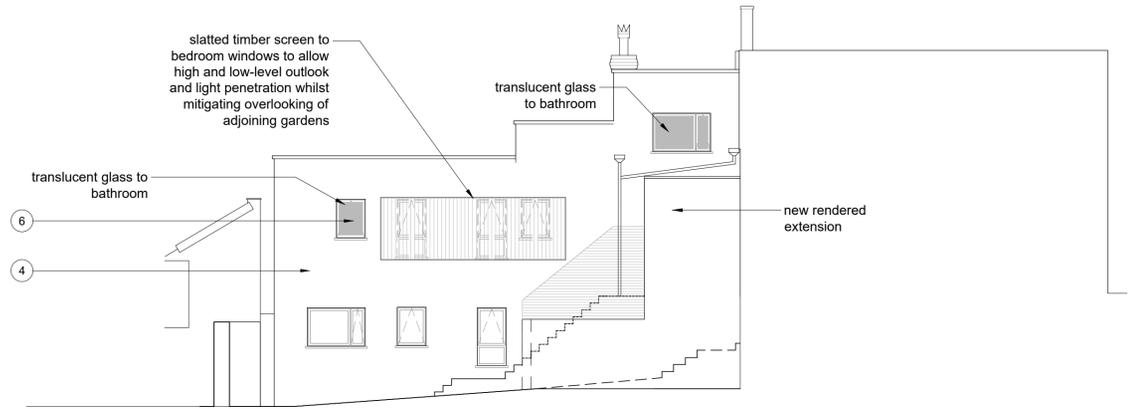
Site Plan shows area bounded by: 358706.41, 171262.32 358847.83, 171403.74 (at a scale of 1:1250), OSGridRef: ST5877133. The representation of a road, track or path is no evidence of a right of way. The representation of features as lines is no evidence of a property boundary.

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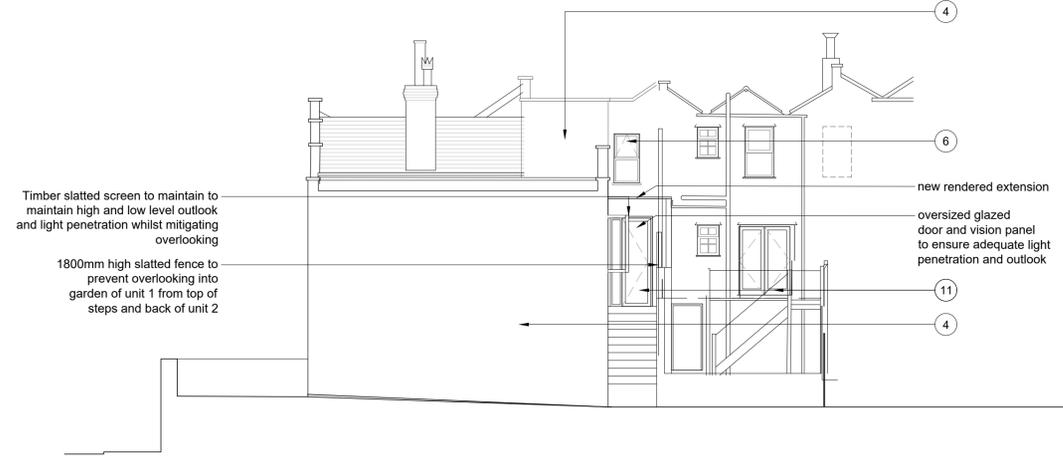
North East Elevation (Windmill Hill)



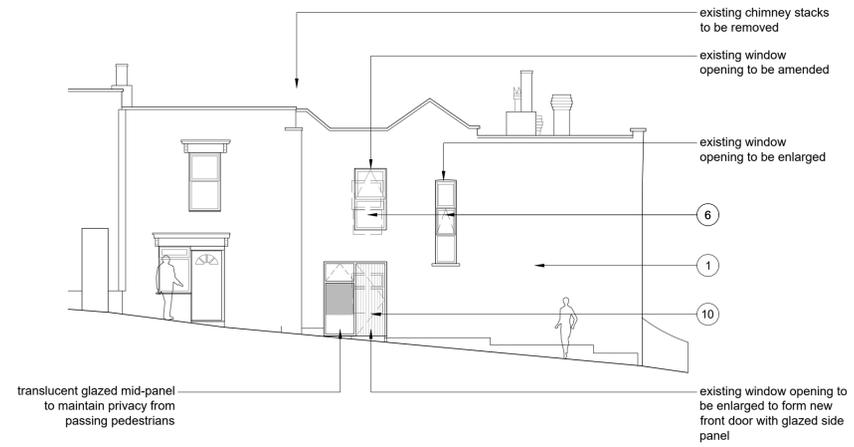
South West Elevation



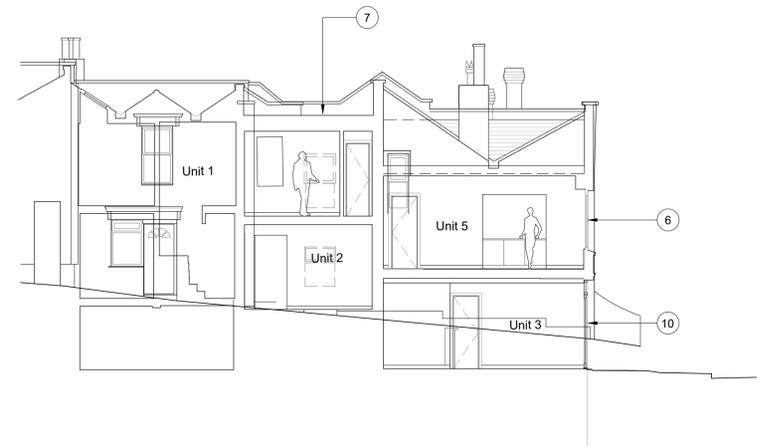
Section A-A (parallel to Windmill Hill)



North West Elevation



South West Elevation (Eldon Terrace)



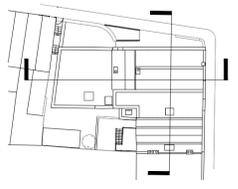
Section B-B (parallel to Eldon terrace)

NOTES

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- The contractor is responsible for checking dimensions, tolerances and references. Any discrepancy to be verified with the Architect before proceeding with the works.

CDM Regulations 2015

ALL current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environmental Assessment Record.



LEGEND:

- ① Existing painted sand cement render
- ② Existing concrete pantile roofing
- ③ Existing chimney stack
- ④ Painted sand cement render to match existing building
- ⑤ Precast concrete copings to match existing
- ⑥ Flush UPVC sash windows. Liniar or similar, grey colour
- ⑦ Bituminous felt flat roofing system
- ⑧ Photovoltaic panel
- ⑨ Painted timber front door
- ⑩ Painted timber front door with fixed glazed sidelight
- ⑪ Glazed timber doors
- ⑫ New coursed random rubble pennant stone wall to match existing

23/06/2020	(b)	Amended to LPA comments
05/06/2020	(a)	Response to LPA feedback
11/11/2019	(-)	Initial Issue

date	rev	revision/author/checker
client		
Mr M Cranney		
project		
The Windmill Hill 14 Windmill Hill Bedminster BS3 4LU		
drawing		
Proposed Sections & Elevations		

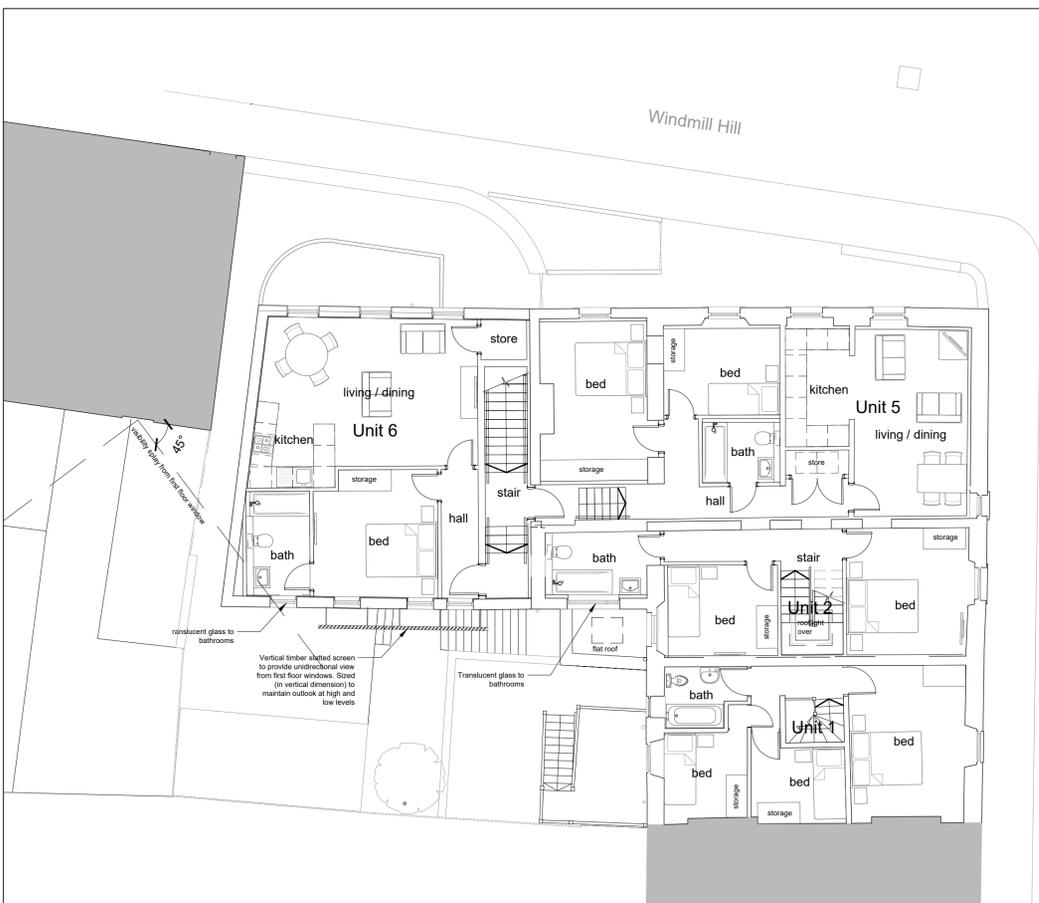
PLANNING ISSUE

drawing no	rev
T(20)E00	(b)
drawn	checked
pdh	ads
scale @ A1	date
1:100	08/11/2019

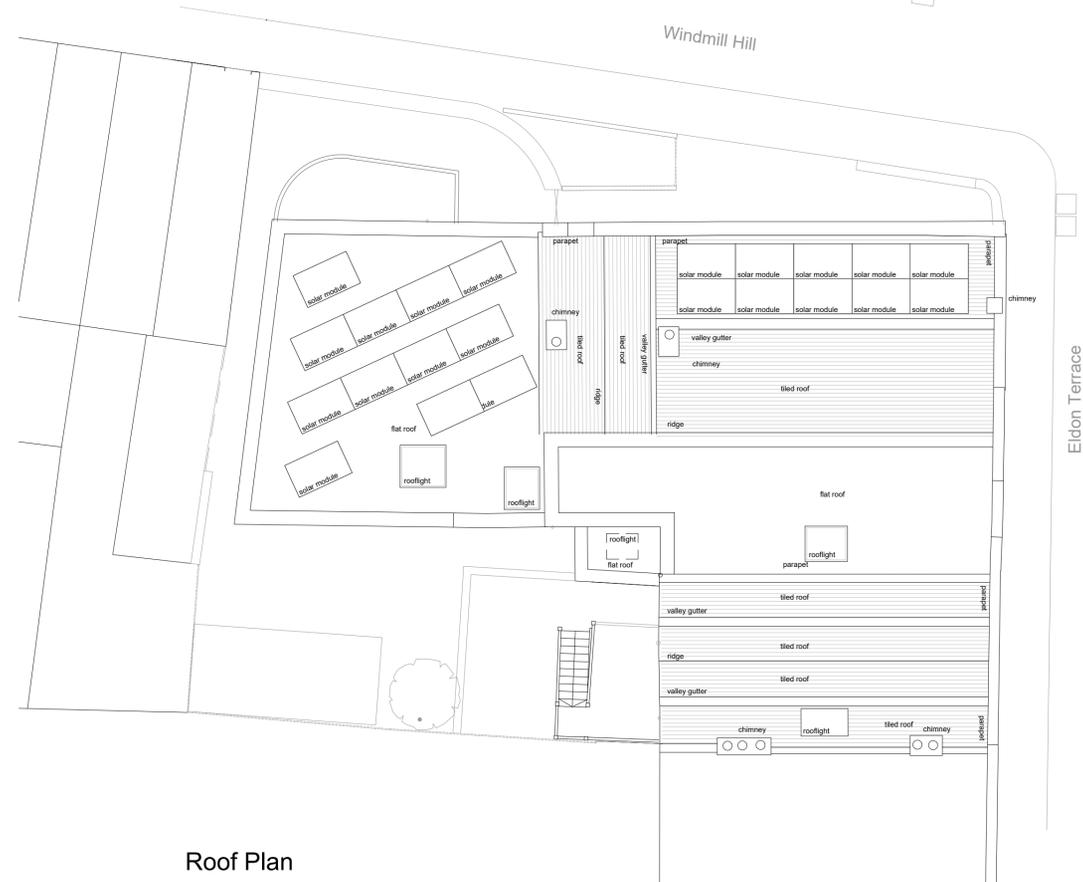
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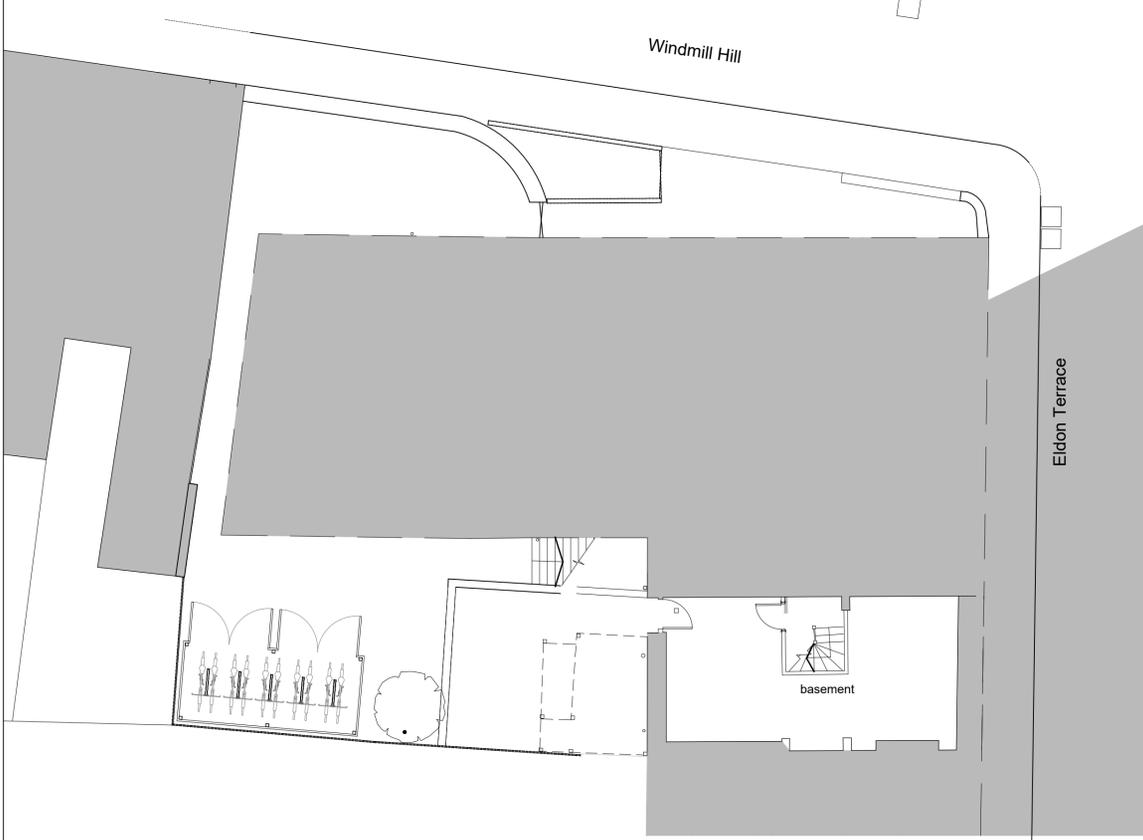




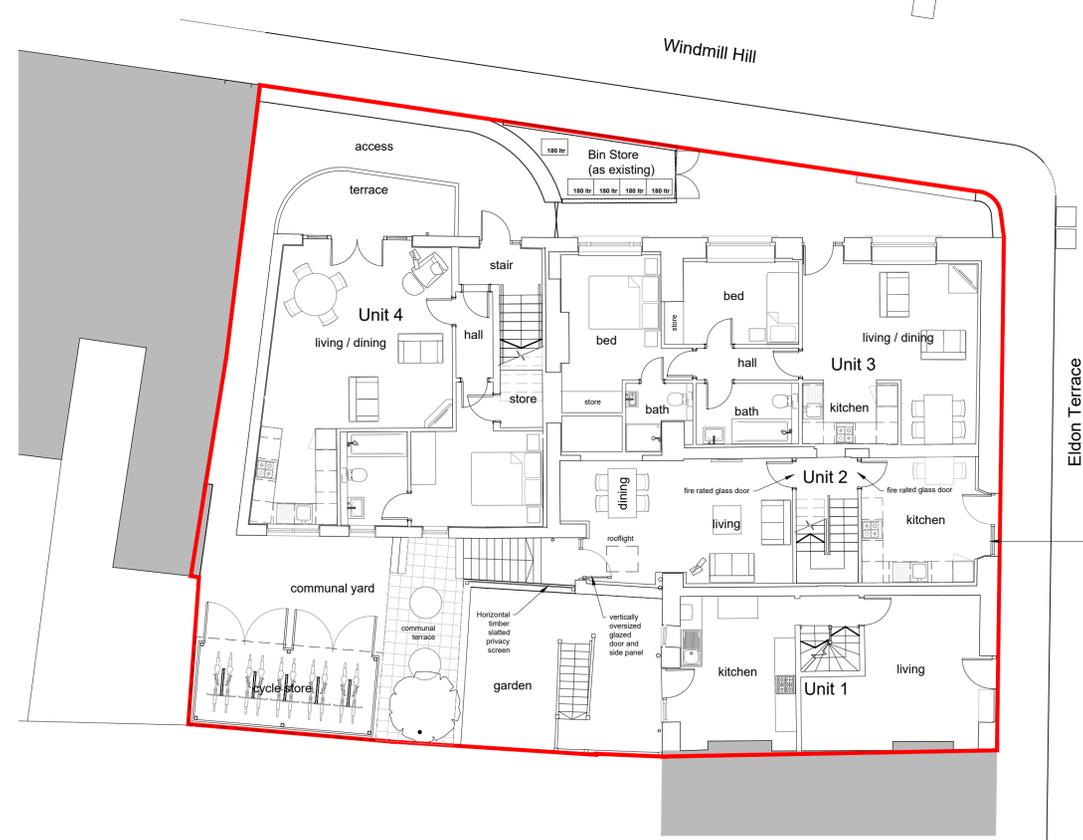
First Floor Plan



Roof Plan



Basement Plan



Ground Floor Plan

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Site Location Plan
 1:1250 scale

Page 112

- 02/07/2020 (e) Updated to Planning consultant comments
- 23/06/2020 (d) Updated to LPA comments
- 05/06/2020 (c) Updated to LPA comments
- 19/11/2019 (b) PLANNING ISSUE
- 11/11/2019 (a) Site location plan added, unit layouts amended
- 08/11/2019 (-) Initial Issue

date	rev	revision/author/checker
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client
 Mr M Cranney

project
 The Windmill Hill
 14 Windmill Hill
 Bedminster BS3 4LU

drawing
 Proposed Floor Plans

PLANNING ISSUE

drawing no T(20)P00	rev (e)
drawn pdb	checked ads
scale @ A1 1:100	date 08/11/2019

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Plot date: 2 July 2020

