

WARD: St George West CONTACT OFFICER: Angelo Calabrese
SITE ADDRESS: 9 Ebenezer Street Bristol BS5 8EF

APPLICATION NO: 16/06074/F Full Planning

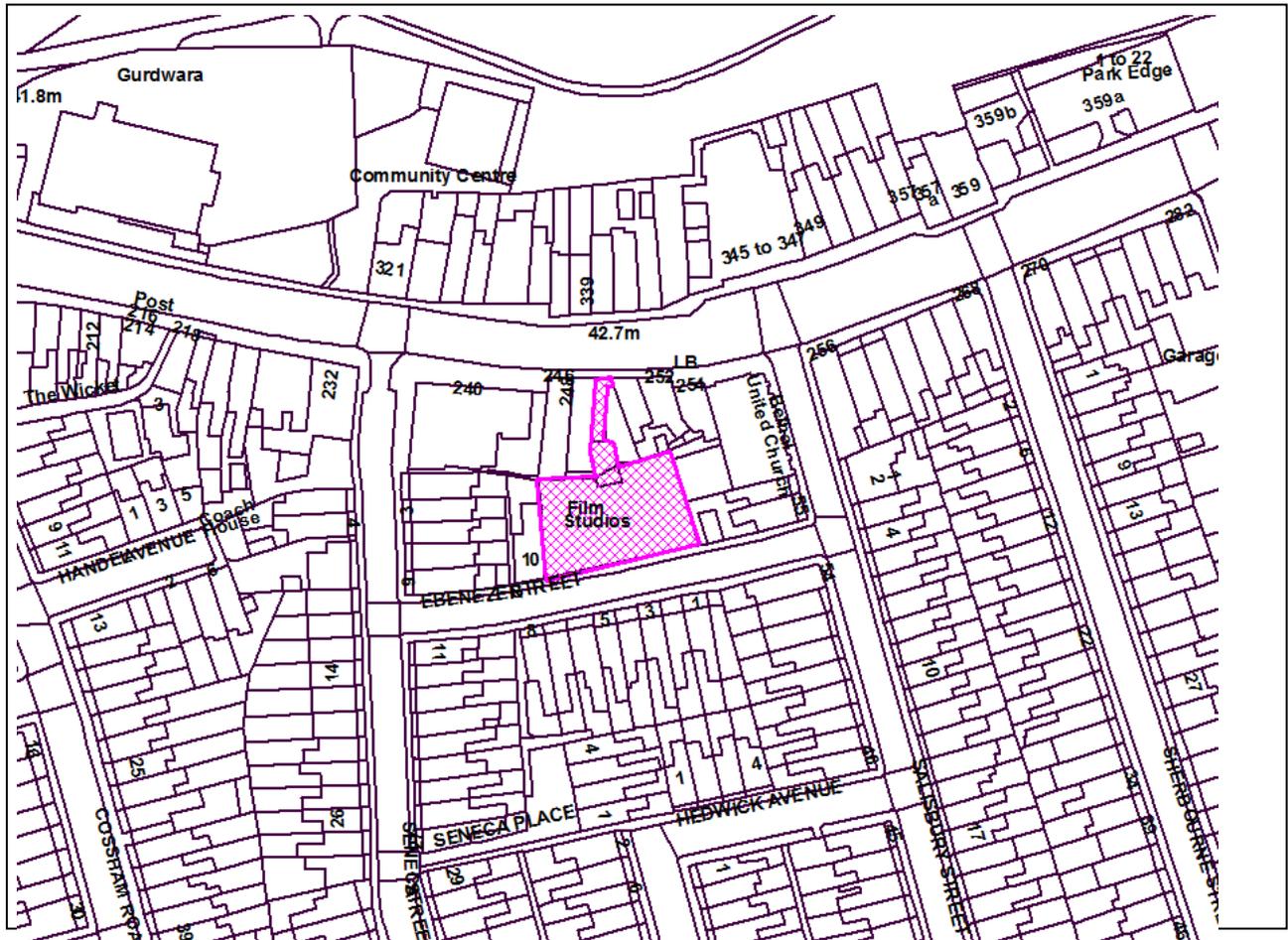
DETERMINATION DEADLINE: 10 April 2017
Conversion of existing film studio to provide 3 No cluster flats and 1 No single flat.

RECOMMENDATION: Grant subject to Condition(s)

AGENT: LPC (Trull) Ltd
Trull
Tetbury
Gloucestershire
GL8 8SQ
APPLICANT: Hobbard Developments Ltd
c/o Agent

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

LOCATION PLAN:



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BACKGROUND

The application has been referred to committee by Councillor Asher. The Ward Councillor considers that the proposal would harm the character and social cohesion in the area and also create excessive noise and disturbance to local residents. Concerns are also raised by potential increase in parking.

The Cllr comments are set out in more detail in the 'Response to Publicity and Consultation' section of report.

SITE DESCRIPTION

The site falls within the St George West ward. St George (Church Road) Town Centre is located to the north. The building concerned is currently empty but was last used as a film studio for the pornography industry. The site is bounded by terraced properties to the south and west. Flats are located above and to the rear of properties to the north on Church Road. There is a modern block of flats at the corner of Seneca Street and Church Road to the northwest. Bethnal United Church is located to the north east at the junction of Church Road and Salisbury Street. There are residential properties immediately to the east. The site fronts onto Ebenezer Street with terraced properties opposite. Beyond the immediate context the area consists primarily of terraced residential streets.

APPLICATION

This application is a response to the previous refused application for the division of the building into 4 houses in multiple occupation. The revised scheme proposes 3 cluster flats (which are essentially dwellings with shared accommodation) and 1 one bedroom self-contained flat. There will be a total of 20 bedrooms. While the self contained flat will have all its own facilities, the development includes a series of shared kitchens and living rooms, whilst there is separate living space for the majority of bedrooms.

This application includes a planning statement, transport statement and sustainability statement which responds to the reasons for refusal of the previous application.

RELEVANT HISTORY

91/01119/P: 12 one bedroomed flats in two storeys over 17 car spaces in semi basement. Granted consent 11.07.1991. This has not been implemented.

16/01237/F: Proposed conversion of existing film studio to provide 4 no. units of multiple occupancy residential accommodation. Refused on 07/07/16 for the following reasons

1. The proposed development, being located within an established residential community, comprising a large proportion of family housing, would be harmful to the area's residential character and social cohesion. The proposed House in Multiple Occupation Use is therefore contrary to policy BCS18 of the Bristol Local Plan - Core Strategy (June 2011) and policy DM2 of the Bristol Local Plan - Site Allocations and Development Management Policies (July 2014).
2. The development consisting of 4 large units of multiple occupation housing units (HMOs) would, on the basis of its access and lacking onsite supervision and management, be likely to cause excessive noise and disturbance to local residents. Therefore, the proposal is contrary to policy BCS23 of the Bristol Local Plan - Core Strategy (June 2011); and policies DM2 and DM35 of the Bristol Local Plan - Site Allocations and Development Management Policies (July 2014).

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3. The applicant has failed to demonstrate that the proposal would not generate levels of onstreet parking that cannot be reasonable accommodated or regulated through parking control measures, detrimental to highway safety. Therefore, the proposal is contrary to policy BCS10 of the Bristol Local Plan - Core Strategy (June 2011) and policy DM23 of the Bristol Local Plan - Site Allocations and Development Management Policies (July 2014).

4. The development fails to provide sufficient renewable energy generation to reduce carbon dioxide emissions from residual energy use in the building by at least 20%. As such, the applicant has therefore failed to demonstrate that the proposed development would mitigate its own impact on climate change or minimise its energy requirements through improved energy efficiency of the building and the incorporation of on-site renewable and low carbon energy development. Therefore, the proposal is contrary to policies BCS13, BCS14 and BCS15 of the Bristol Development Framework Core Strategy (June 2011).

RESPONSE TO PUBLICITY AND CONSULTATION

Neighbouring properties consulted by letter and a site notice issued. 84 objections received raising the following issues-

Principle of development-

Loss of employment floorspace
 Impact on character of the area which is a mix of flats and family houses.

Impact on residential amenity-

Increase noise and disturbance (number of occupiers and use of roof terrace and access).
 Overlooking from windows.
 On site management would not control noise.
 Anti-social behaviour.

Living Environment-

Cramped living accommodation.

Highway safety-

Increase demand for on street parking.
 Bins blocking pavement.

Sustainability-

Proposal does not comply with the requirements of the core strategy.

Not planning issues-

A number of residents have raised concerns with the type of people that might occupy the property. This is not a planning issue.

OTHER COMMENTS

Local Ward **Councillor Asher** considers that the new application is just tinkering at the edges and in no way addresses the fundamental issues outlined in the original refusal and does not in anyway take into account the valid concerns and impact that this development will have on the area. 'There is still no parking being offered and the proposal for an HMO is not in keeping with the local community who

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live on and adjacent to Ebenezer Street development would have on the local area and community

The current car parking restrictions mean that it is often impossible for the residents in and around Ebenezer Street to park near their houses, often parking in neighbouring streets. This is compounded by the lack of business parking and therefore businesses parking in the neighbouring street as well as increased traffic and pedestrians due to the Church located on Church Road. This development will cause further unacceptable levels of traffic congestion which is a danger to pedestrians especially children. The occupancy number and type of occupants will be particularly disruptive to those living on Ebenezer Street. The use of a roof garden will cause excessive noise and potentially antisocial behaviour. This development will negatively impact on the community and I strongly oppose it.'

Kerry McCarthy MP has objected to the development due to the negative impact it would have on existing local residents. She has been approached by a great number of constituents and feels their concerns are justified. 'A HMO in this area would add further strain on residential streets. Further, that the applicant's assessments of parking and traffic do not include Hedwick Street and other nearby streets which suffer from knock-on problems demonstrates that the impacts of such a development have not been fully considered. Many local residents still also feel that the proposed development is out of character with the surrounding neighbourhood. This large HMO property will be in an area which is almost entirely composed of modest terraced houses with long-term occupants. Linked to this are concerns that the proposed conversion will lead to an unacceptable increase in levels of noise pollution, especially due to the plans for a roof garden area. Ebenezer Street is currently a quiet residential street, and this planned HMO would increase the numbers of residents living in it by twice or more. I will continue to welcome development of unused buildings in St George - particularly for housing - but this needs to be done in a responsible way which is considerate towards existing local residents.'

Cllr Beech (neighbouring Ward councillor) has raised concerns that the proposal is not suitable for the area. 'There is inadequate parking in the area, and a loss of privacy for surrounding properties. The proposed development is completely out of character with the surrounding streets - a large HMO is wholly inappropriate for the context of the development site. She implores the developers to consider a more appropriate use creating actual homes which is desperately needed'.

Transport Development Management (TDM) has commented as follows:-

Our parking survey found that there were eleven on-street car parking spaces available on Salisbury Street, Seneca Street and Beaufort Road, which should meet the demand predicted from the census data (ten parking spaces). In the absence of any enforceable minimum car parking standards for new development in Bristol, TDM considers that eleven spaces would be an acceptable level of on-street parking provision.

To sustain reasons for refusal there needs to be a clear highway safety concern. On balance, TDM cannot object to this development on the grounds of footway parking. Firstly, the site is in a sustainable location with alternative accessible transport modes; secondly, there is inadequate evidence to suggest that there is insufficient on-street parking available for the new development.

Pollution Control has commented as follows:-

Whilst the on site management will offer some controls over residents behaviour this application does still give me some cause for concern due to the numbers of people communally living at the premises and the potential for noise and disturbance to be caused to the residents of neighbouring properties. I have particular concerns regarding the first floor communal roof garden and no mention has been made over any control over the use of the roof garden and this could be used regularly by a numbers of people at any time. If however you are minded to grant the application I would therefore ask for the management plan condition.

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RELEVANT POLICIES

National Planning Policy Framework – March 2012

Bristol Local Plan comprising Core Strategy (Adopted June 2011), Site Allocation 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 2015.

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

KEY ISSUES

A) IS THE PRINCIPLE OF DEVELOPMENT ACCEPTABLE?

Lose of employment floorspace-

The assessment of the loss of floorspace was considered under the previous application. The report states the following-

Policy BCS8 of the Core Strategy and Policy DM12 of Site Allocations and Development Management Policies both state that employment sites should be retained for employment use unless it can be demonstrated that there is no demand for employment uses; or continued employment would have an unacceptable impact on the environmental quality of the surrounding area. Specifically, DM12 states that employment sites should be retained for such use unless one of four criteria applies, including whether continued employment use would have an unacceptable impact on the environmental quality of the surrounding area.

As considered under the previous application, no supporting evidence has been submitted in respect of the loss of the employment use, other than the planning statement considering that the proposal would remove an undesirable use within this residential area. It is considered that this point is correct, the continued use as a film studio (commercial activity) without any planning controls in respect of noise, parking and deliveries would have an impact on the area, therefore the loss of employment floor space is acceptable.

Demand for housing-

On the assessment of the previous application, no objections were raised by officers by the principle of development in terms of providing more housing.

Policy BCS5 of the Core Strategy concerns housing provision and states: 'The Core Strategy aims to deliver new homes within the built up area to contribute towards accommodating a growing number of people and households in the city. Provision of new homes will be in accordance with the spatial strategy for Bristol set out in this Core Strategy and it is envisaged that 30,600 new homes will be provided in Bristol between 2006 and 2026. Development of new homes will primarily be on previously developed sites across the city.' The principle of residential development is therefore accepted.

DM2 states that the sub-division of existing accommodation and the supply of shared housing provide an important contribution to people's housing choice. The policy aims to ensure that such development also preserves the residential amenity and character of an area and that harmful concentrations do not arise. The policy also aims for a good standard of accommodation.

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Mix of housing-

The previous application was refused on the grounds that the proposed shared house would be harmful to the area's residential character and social cohesion, and specific points are made to the area compromising a large proportion of family housing.

The relevant planning policies of the Local Plan state that 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..... (BCS18)

With specific regard to HMOs the supporting text of policy DM2 states: 'For the purpose of this policy shared housing includes houses in multiple occupation (HMOs). Whilst making a valuable contribution to the city's housing requirements both sub-divisions of existing accommodation and shared housing can have an impact on residential amenity and the character and housing mix of an area. Specific issues common to both forms of housing can include:

- Noise and disturbance associated with intensification of the residential use and/or the lifestyles of occupants;
- Pressure for on-street parking;
- A shift from permanent family housing to more transient accommodation;
- Impacts on social cohesion;
- A shift in the character of shops and businesses supporting the community;
- Impact of external alterations;
- Poor waste management

Harmful concentrations are likely to arise when issues commonly associated with these types of units listed.....above, cumulatively result in detrimental effects on these residential qualities and characteristics.

The conclusions made on this key issue in the officer report to the refused application were that the proposal would add to the mix of housing types in the area. This is on the basis of the latest census statistics for the lower super output area which has the level of houses being 56.6%, 43.4% flats and only 6.5% of properties in the area occupied as shared housing. This is further supported by the Ward stats with the majority of properties within the ward are houses (62.7%) as opposed to flats (37.2%). Multi-person households comprise 5.7%. Therefore it would be difficult to argue that there is an overconcentration of shared housing.

The report for the previous application advises that a large volume of objections have been received from the local community who comment that the proposal is designed for transient accommodation. The previous report states that 'concerns are raised that this would conflict with the community cohesion of the established residential area, which they comment comprises predominantly of families and elderly persons'. Local residents have repeated these objections on this application. In response to the points made regarding the transient nature of potential occupiers, the planning system cannot control what type of tenancy agreements are implemented at the site. Occupiers could stay for many years or just weeks.

The applicant has responded to this and considers that there is insufficient evidence that the area is dominated by family housing. They have carried out their own house to house survey of surrounding streets which concluded that 80% of the houses were not occupied as family housing. Officers have not reviewed this survey and have carried out their own assessment of the latest census statistics (see above). On reviewing the census, it is clear that the proposal would add a housing type which is lacking in the area (6.5%) and would not lead to a concentration of this type of housing to the extent that the residential character of the area would be significantly affected by virtue of shifting the area from family size housing to smaller shared accommodation. Family sized accommodation will continue to predominate.

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To conclude the principle of use is acceptable subject to the following relevant issues (parking, refuse, noise and disturbance) which must be considered in more detail.

C) WOULD THE PROPOSAL DETRACT FROM THE AMENITY OF LOCAL RESIDENTS IN RESPECT OF NOISE, DISTURBANCE AND PRIVACY?

Policy DM2 states that shared housing will not be permitted where it would harm the residential amenity or character of the locality as a result of levels of activity that cause excessive noise and disturbance to residents. Policy BCS21 requires that development safeguards the amenity of existing development. DM30 expands on this commenting that alterations to existing buildings will be expected to safeguard the amenity of neighboring occupiers.

General noise and disturbance-

The previous application was refused on the ground that the use of the building as a large shared house would result in significant noise and disturbance issues to local residents on the basis of its access and lack of on-site supervision and management.

To address this issue the applicant has stated that they will require one room or the self-contained flat to be occupied by a site manager and a residential management plan has also been provided. The plan requires the contact details of the manager to be displayed on the outside of the building and also the Building Manager will be responsible for issuing a written warning in the event that any tenant transgresses the reasonable behaviour outlined in the tenancy agreements. The plan advises that two written warnings will be issued before termination of any tenancy agreement. The Pollution Control team has raised concern with potential noise from the proposed roof terrace and to address this, specific reference shall be made within the premises management plan to this external space (details of which can be requested via the proposed planning condition and secured for the lifetime of this use).

It is noted that Planning Inspectors consider management plans as an acceptable solution for concerns with potential for anti-social behaviour (see appeal decision 11/04527/F- Kings Arms- 51 bedspaces).

On balance it is considered that a management plan addresses this previous reason for refusal and is sufficient to address any anti-social behaviour that may transpire from occupiers of the proposed development.

Access-

The application proposes main access from Church Road via a shared access which is utilized by other residential properties which front Church Road. It is also noted that access is also possible from Ebenezer Street. The applicant has advised that the access from Church Road could have been utilized when the building was used as a factory and there is nothing to stop commercial use of the access as the land owner has a right of way.

The use of this shared access for residential purposes is on balance considered to be acceptable. While a potential 40 people would increase activity along this access, as there is established commercial use of this access and other residential properties also have access, it is considered difficult to argue that additional residential use would compromise the amenity of neighbouring properties. There may be some inconvenience to neighbouring properties along the access, but again the impact is dependent on the behaviour of individuals and the planning system cannot control this. It is considered that the management plan that will be in place will address any potential negative impact from the potential number of occupants.

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Overlooking

Impact on Ebenezer Street-

The development includes the insertion of windows on the front elevation of the building facing Ebenezer Street. These windows are currently blocked up, and while windows would introduce an element of overlooking this type of overlooking across a residential terrace street is typical and not unacceptable.

Impact on Church Road-

The first floor windows are located in such a position that the only views possible would be over the rooftops because of the tight nature of the site. There is potential for overlooking at ground floor level, therefore a level of suitable obscure glazing will be installed prior to occupation of the development. The level of obscuring will be controlled by planning condition.

Impact on Seneca Street and Salisbury Street-

The existing first floor windows would introduce overlooking of the rear elevation of these properties where one would expect a great degree of privacy; therefore these windows will also be obscure glazed to a specification to be agreed by condition.

Refuse storage

The application includes a waste strategy which provides details of the proposed bin store which is accessed from Ebenezer Street. The store provides a total area of approximately 14m² as a communal storage arrangement and will allow for co-ordination by the Building Manager. Container sizes have been taken from council guidance and the plan shows 4No 240 litres general waste containers, 1No cardboard container-660 litres (B) as well as 1No 660 litre bin for organic waste, and finally 2No containers for dry recyclables split 660 and 240 litres.

While this would result in a number of bins on the pavement on collection day, this will not be a significant inconvenience to other road users (once a week) and the on site manager will ensure that the bins are returned back to the bin store following collection.

C) WOULD THE PROPOSED DEVELOPMENT SATISFACTORILY ADDRESS TRANSPORT AND MOVEMENT ISSUES?

Policy DM2 states that shared housing will not be permitted where it would harm the residential amenity or character of the locality as a result of levels of on-street parking that cannot be reasonably accommodated or regulated through parking control measures. Policy DM23 of the Site Allocations and Development Management Policies (July 2014) concerns Transport Development Management, and states that development should not give rise to unacceptable traffic conditions and be expected to meet four criteria. Additionally, in accordance with the parking standards, development will be expected to provide an appropriate level of safe, secure, accessible and usable parking provision.

The previous application was refused on the grounds that the proposal failed to demonstrate that the proposal would not generate levels of on-street parking that cannot be reasonable accommodated or regulated through parking control measures, detrimental to highway safety.

To address this issue the application includes an assessment of the levels of car parking in the area and the availability of parking spaces.

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The submitted transport statement includes a survey of surrounding streets and makes reference to free overnight parking within Council Car parks close to the site (Derby Street and Chalks Road approx. -180m). The statement also outlines the proximity of public transport links and shopping centres with bus stops within 30m of the site on Church Road and the proximity of a designated centre (Church Road). There are also a number of car clubs in the vicinity.

During the assessment of the previous application the Highways Team advised that 10 spaces should be provided on site or evidence to demonstrate that there is sufficient car parking is available publicly nearby. The highways team have advised that the requirement for 10 spaces is based on dataShine Census statistics (2011- most up to date version) which states 43.8% own a car/van within the area, Taking this ownership level from the maximum parking standards for HMOs, 10 spaces was considered a reasonable requirement for this level of development. The highway officers agreed that the parking requirement could be met through surrounding on street parking provision, providing this could be demonstrated. According to the revised Transport Statement, two surveys were undertaken by an independent survey company on Wednesday 27th July 2016 at 1.00am and Thursday 28th July 2016 at 3.00am. The streets surveyed were Seneca Street (including Seneca Place), Salisbury Street, Hedwick Avenue, Hedwick Street and Ebenezer Street.

The findings were that a total of 31 and 39 parking spaces were available respectively, during the two surveys. Highway officers conducted their own survey on the evening of 7th December 2016 and found that there were approximately 18 car parking spaces available on the streets listed above, concurring that there is car parking available in the vicinity.

Highway officers carried out another site visit on the 2nd March (10:30PM) which found 7 spaces along Salisbury, Seneca Street and Ebenezer Street and 5 spaces along Beaufort Road which were just outside the 200m recommend distance, but not to such an extent that would be unreasonable walking distance from the site.

Further site visits were carried out by the case officer on the 20th March (8.30PM)-8 spaces were found along Beaufort Road which were approx. 220m from the site and 1 space on Church Road.

On the 23rd March (11:30PM) there was 3 spaces on Church Road, 2 spaces on Salisbury road and Seneca Road, and over 13 spaces along Beaufort Road (the maximum distance to these spaces was 300m)

One final site visit was carried out on the 28th March (10:00PM) found 16 spaces along Beaufort Road (Between the junctions of Crossham Road and Hedwick St) 1 space on Seneca St, and 1 space on Church Road.

Based on the evidence submitted and the surveys carried out by the planning officers, the Highways Development Management team have withdrawn their objection and consider that the surrounding streets have the capacity to accommodate any additional parking created by the development.

Cycle storage

The lower ground floor will provide sufficient space for the storage of 20 bicycles which is policy compliant.

Based on the evidence presented by the applicant and the location of the development adjacent to a designated town centre and public transport route, the lack of parking would not result in a significant impact on highway safety or conflict with the principles of transport policies,.

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D) WOULD THE PROPOSAL PROVIDE A SUITABLE LIVING ENVIRONMENT FOR FUTURE OCCUPIERS?

HMOs are not required to meet the minimum space standards set out by the Government Technical Guidance, but policy DM2 seeks the provision of a good standard of accommodation for future occupiers. Therefore the layout of the proposed cluster flats has been assessed against the Council licensing standards for HMOs.

The kitchen area on the ground floor would provide 32sqm of space for 20 persons and the first floor kitchen areas provide a total of 42 sqm for 20 persons, but it is noted that the first floor and ground floor space is all shared so occupiers can use either kitchen area. The standards require a total of 11sqm of kitchen space for 7-10 occupiers. Each bedroom and living room space also meets the minimum 14sqm required for up to 2 people.

Outlook-

While a number of windows will be obscure glazed to restrict overlooking to neighbouring properties the level of outlook from the development is considered appropriate given the constrained nature of the building within its surrounding and all areas will receive adequate sunlight and, or daylight.

E) DOES THE DEVELOPMENT ADDRESS THE CLIMATE CHANGE POLICIES OF THE CORE STRATEGY?

Policies BCS13-15 of Core Strategy concern climate change and sustainable design, energy and construction. The policies require development to contribute to both mitigating and adapting to climate change, and to meeting targets to reduce carbon dioxide emissions. They require development in Bristol to include measures to reduce carbon dioxide emissions from energy use and to provide sufficient renewable energy generation to reduce carbon dioxide emissions from residual energy use in the building by at least 20%.

The previous scheme was refused on the grounds that the scheme estimated only a 9% saving on residual energy use from a small area of solar panels. This revised scheme now proposes an increase of solar panels which will achieve a 18.5 % saving. Due to the constraints of this building a 20% reduction is not quite attainable. 40 solar photovoltaic panels are now proposed to be sited on the main South facing roof and 30 will be fitted to the smaller roof on the East side.

The applicant has investigated further internal insulation to reduce the overall energy usage to increase the saving on carbon dioxide emissions, but has advised that adding more insulation above what has already been provided would not change the overall saving from the onsite renewables due to the diminishing returns on additional insulation being added. It is noted that during the assessment of the application the saving has increased from 18% to 18.5% following further investigation.

Based on the constraints of the site, the reduction in carbon dioxide emissions is considered acceptable and has been justified particularly with the reuse of a large historic building.

F) WOULD THE EXTERNAL ALTERATIONS HAVE AN ACCEPTABLE VISUAL IMPACT ON THE AREA?

The physical alterations to the building would result in the reinsertion of windows into the building which would improve the buildings contribution to the street. A condition will be attached to the permission requiring detailed drawings of the windows before commencement of the relevant work.

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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 / refusal of this application would not have any significant adverse impact upon different groups or implications for the Equalities Act 2010.

CONCLUSION

It is considered that the revised application has addressed the reasons for refusal to application 16/01237/F and the development would provide a form of housing which is currently lacking in the area. While some issues are raised with the use of the access to the property, the fact that the lawful use of the site could have a similar impact on surrounding properties reduces these concerns and the building will have a on site manager to address any noise and disturbance concerns . On balance it is not considered justified to refuse on this issue particularly when the development would provide additional housing in accordance with the City Council's planning policies.

The Highways team is satisfied that the area can accommodate any additional vehicular parking generated by the development and it is acknowledged that site is in a sustainable location on the edge of a designated centre. The proposal is considered to provide a suitable level of accommodation for future occupiers.

Based on the above assessment members are recommended to grant permission subject to conditions.

COMMUNITY INFRASTRUCTURE LEVY

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

The CIL liability for this development is £1517.72.

RECOMMENDED GRANTED subject to condition(s)

Time limit for commencement of development

1. Full Planning Permission

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

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

Pre commencement condition(s)

2. Construction management plan

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

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Parking of vehicles of site operatives and visitors.
 Routes for construction traffic.
 Hours of operation.
 Method of preventing mud being carried onto the highway.
 Pedestrian and cyclist protection.
 Proposed temporary traffic arrangements including hoardings and/or footway closures.
 Arrangements for turning vehicles.
 Arrangements to receive abnormal loads or unusually large vehicles.
 Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents.

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

3. Prior to implementation, details of the solar panels (including the exact location, dimensions, design/ technical specification) together with calculation of energy generation and associated CO2 emissions to achieve 18.5% reduction (or greater) on residual emissions from renewable energy in line with the approved energy statement should be submitted to and be approved in writing by the Local Planning Authority. The renewable energy technology shall be installed in full accordance with the approved details prior to first occupation of the development and thereafter retained.

Reason: To ensure that the development contributes to mitigating and adapting to climate change and to meeting targets to reduce carbon dioxide emissions

4. Further details before relevant element started

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

a) New windows and doors.

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

5. Premises Management Plan

No use of the development shall take place until there has been submitted to and approved in writing, by the Council, a Premises Management Plan, setting out details of how the premises, including outside areas will be supervised in addition to the storage of refuse. The development shall be occupied in accordance with the submitted and approved plan (including the provision of an on site warden/manager) and complied with thereafter .

Reason: To ensure the use of the building does not compromise the amenity of surrounding properties and that refuse receptacles are collected and returned to the site following collection.

Pre occupation condition(s)

6. 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.

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Reason: In the interests of highway safety.

7. Reinstatement of Redundant Accessways - Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the existing accesses to the development site has been permanently stopped up and the footway reinstated in accordance with the approved plans.

Reason: In the interests of pedestrian safety.

8. Energy and Sustainability in accordance with statement:

The development hereby approved shall incorporate the energy efficiency measures, renewable energy, sustainable design principles and climate change adaptation measures into the design and construction of the development in full accordance with the climate change and sustainability statement (Environomic, 2 March 2017) prior to first occupation. A total 3.5% reduction in carbon dioxide emissions beyond Part L 2013 Building Regulations in line with the energy hierarchy shall be achieved, and a 18.5% reduction in carbon dioxide emissions below residual emissions through renewable technologies shall be achieved.

Reason: To ensure the development incorporates measures to minimise the effects of, and can adapt to a changing climate in accordance with policies BCS13 (Climate Change), BC14 (sustainable energy), BCS15 (Sustainable design and construction), DM29 (Design of new buildings)

9. Implementation/Installation of Refuse Storage and Recycling Facilities - Shown on approved plans

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

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

10. 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.

11. Prior to the commencement of the development, a plan detailing a full specification of obscure glazing and method of fixing shut/opening of windows shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be installed before the occupation of the building and retained thereafter.

Reason: To protect the amenity of neighbouring properties from overlooking.

Development Control Committee B – 26 April 2017
Application No. 16/06074/F : 9 Ebenezer Street Bristol BS5 8EF

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.

Block plan (1) 1 500., received 7 November 2016
 Site location plan., received 7 November 2016
 3415-10 Existing lower ground and ground floor plans., received 7 November 2016
 3415-11 Existing first floor and roof plans., received 7 November 2016
 3415-12A Proposed rear elevation., received 7 November 2016
 3415-2C Proposed first floor., received 13 February 2017
 3415-3B Mezzanine plans., received 13 February 2017
 3415-4A Proposed front elevation., received 7 November 2016
 3415-5B Proposed sections., received 13 February 2017
 3415-6B Church rd. entrance., received 7 November 2016
 3415-7 Existing front elevation., received 7 November 2016
 3415-8 Existing east & west elevations., received 7 November 2016
 3415-9 Existing rear elevation., received 7 November 2016
 LPC-3907-13 Proposed roof plan., received 7 November 2016
 LPC-3907-1D Proposed ground and lower ground floor., received 22 February 2017
 3907/2 Proposed east and west elevation, received 22 February 2017
 Climate Change and Sustainability Statement Revised 2 March 2017, received 3 March 2017

Reason: For the avoidance of doubt.

Advices

1. Minor works on the public highway: The development hereby approved includes the carrying out of work on the public highway. You are advised that before undertaking the work on the highway you must enter into a highway agreement under s171, s184 or s278 of the Highways Act 1980 with the council. You will be required to pay fees to cover the council's costs in undertaking the approval and inspection of the works. You should contact TDM - Strategic City Transport (CH), Bristol City Council, PO Box 3176, Bristol, BS3 9FS, telephone 0117 903 6846 or email TransportDM@bristol.gov.uk.

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Supporting Documents

1. 9 Ebenezer Street

1. Photograph
2. Front elevation
3. Proposed first floor plan
4. Proposed ground & lower ground
5. Proposed mezzanine floor
6. Proposed section



NOTES



CODE	DESCRIPTION	BY	DATE
REVISIONS			

CLIENT

PROJECT 9 EBENEZER ST.

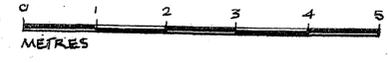
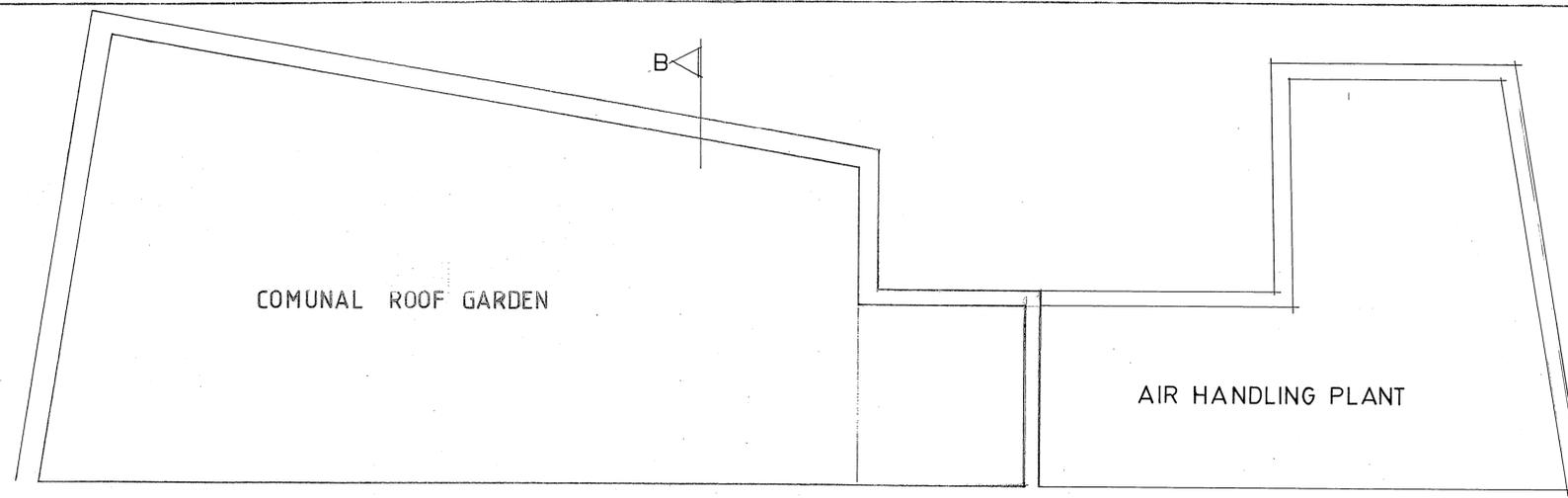
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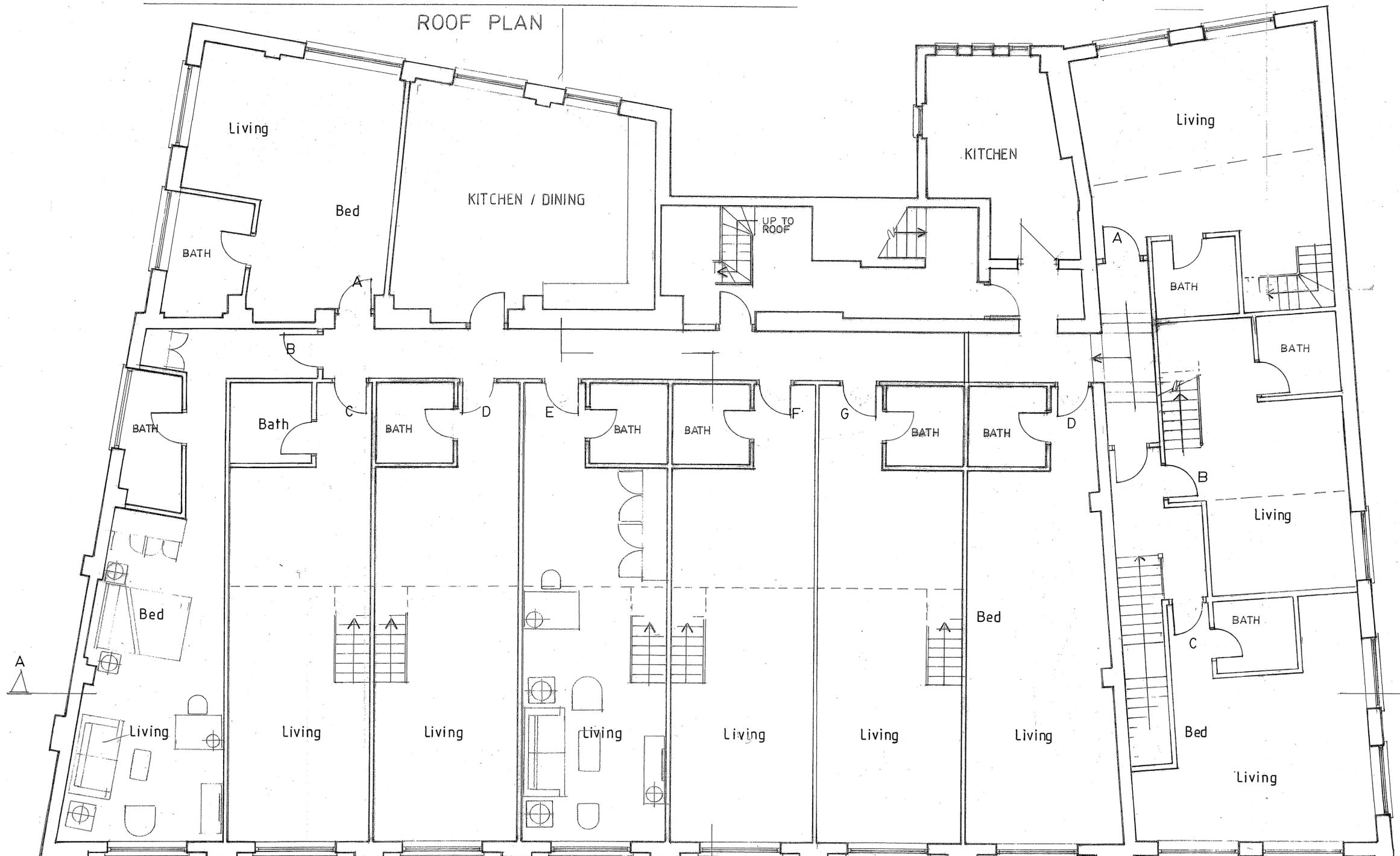
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10 PULTENEY GARDENS BATH BA2 4HG
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DATE	



ROOF PLAN



FIRST FLOOR PLAN

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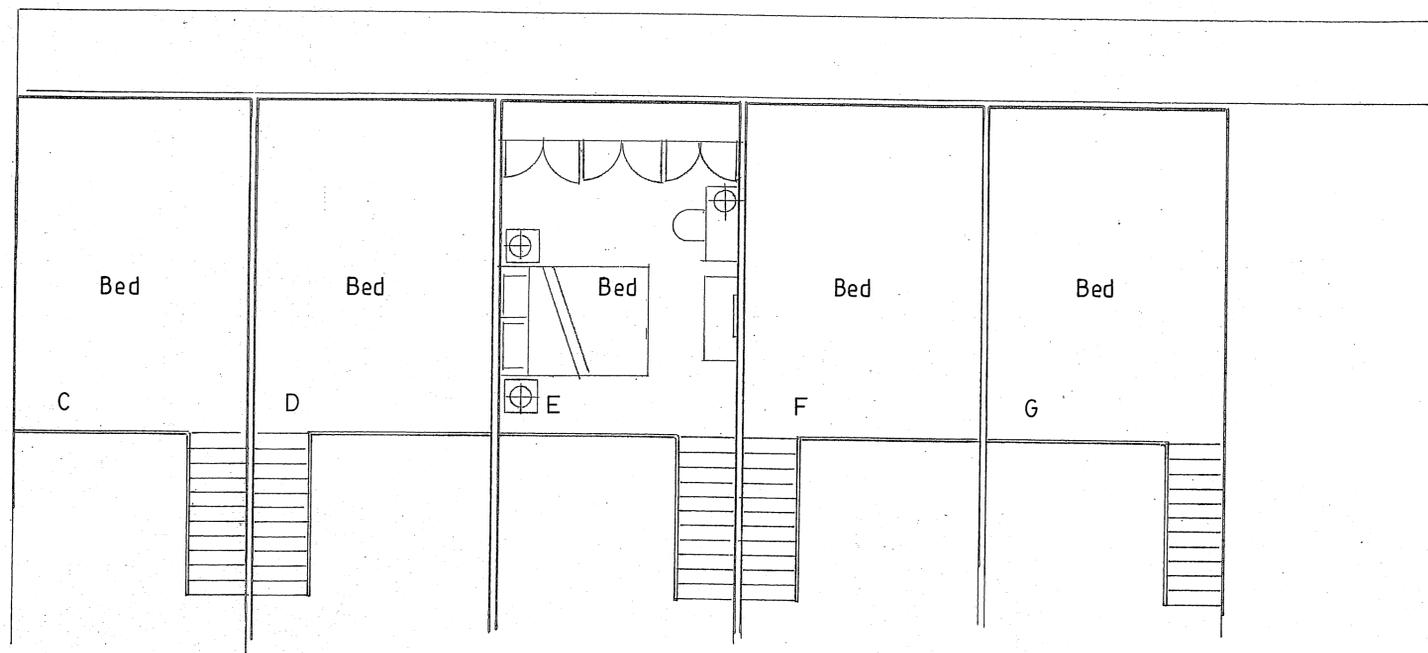
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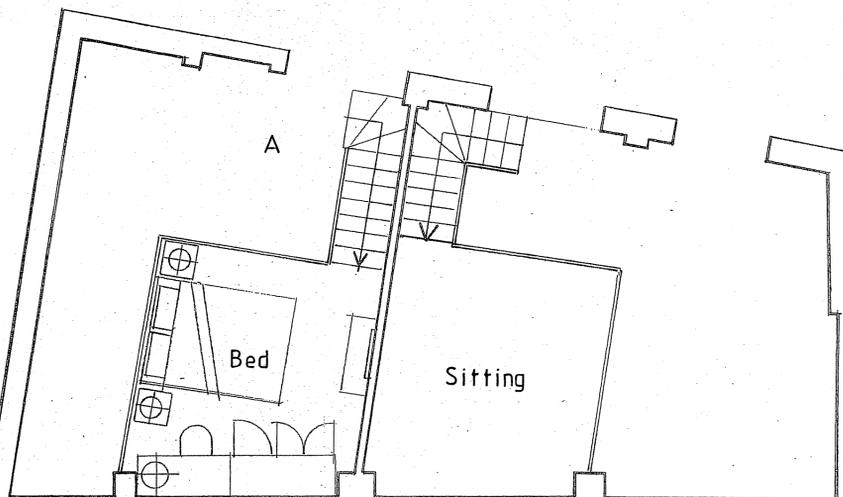
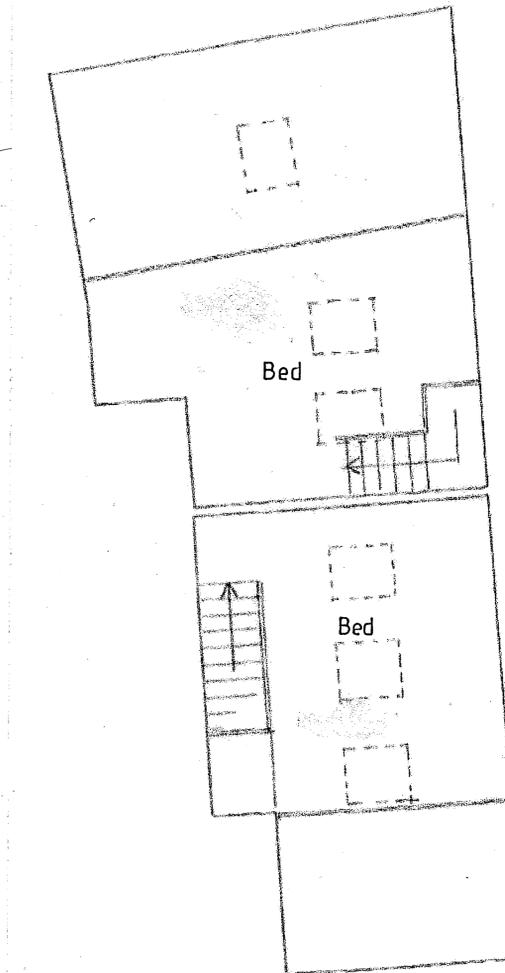
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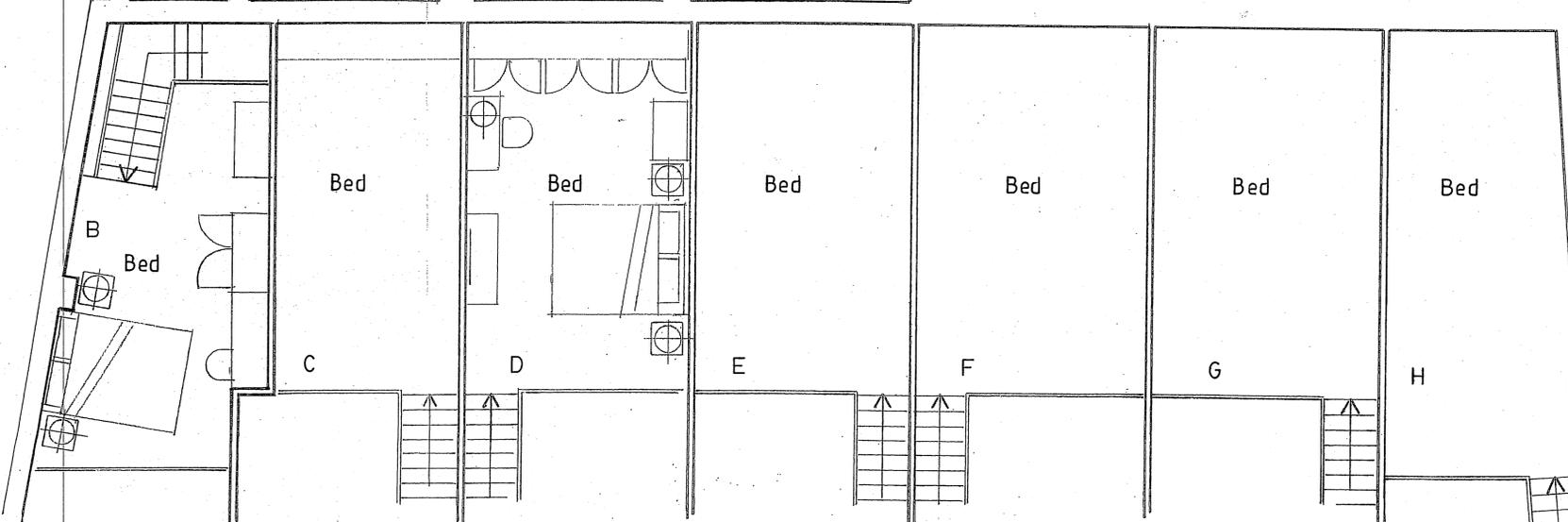
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FIRST FLOOR MEZZANINE



GROUND FLOOR MEZZANINE



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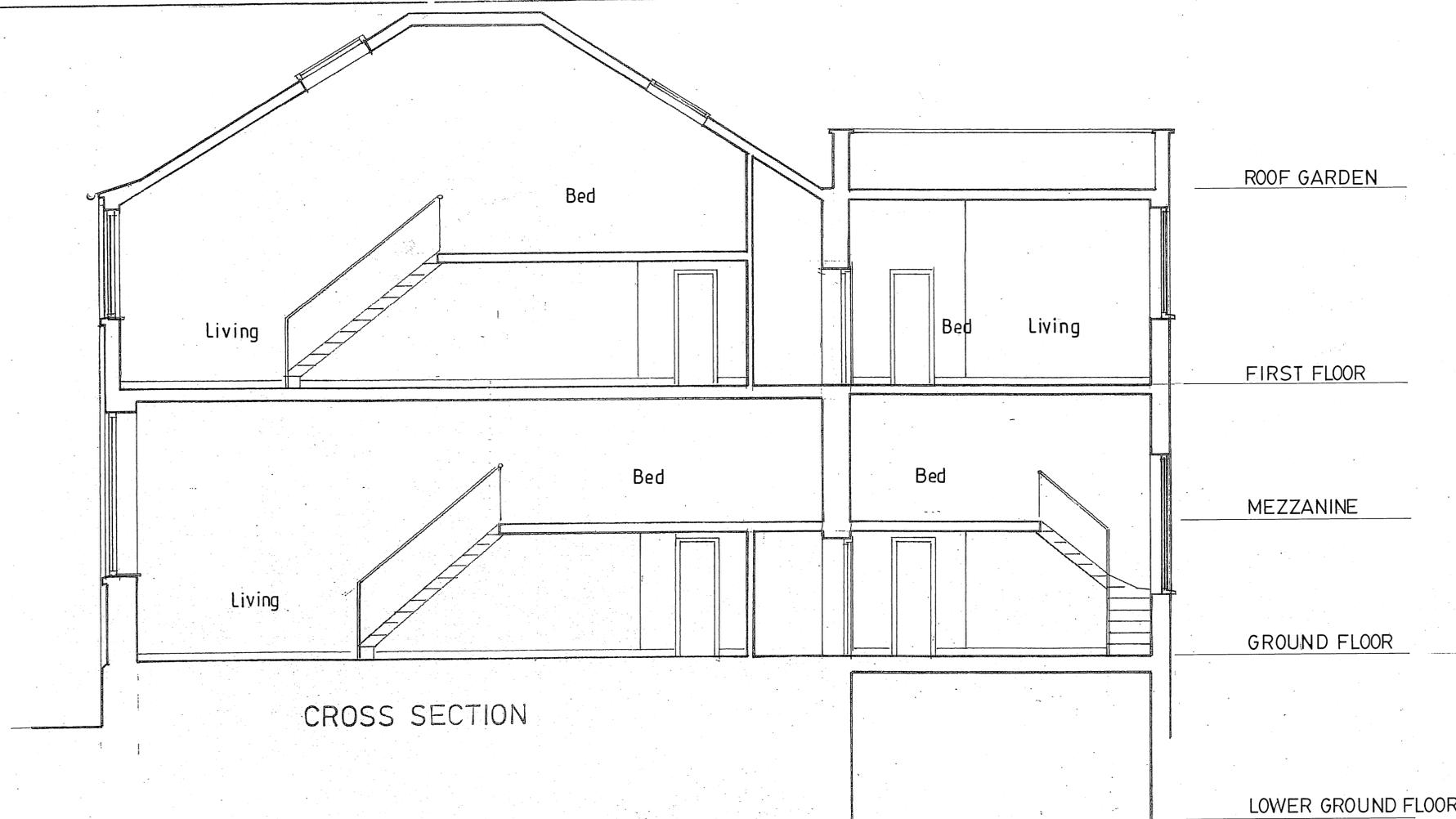
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PROJECT 9 EBENEZER ST.
TITLE MEZZANINE PLANS
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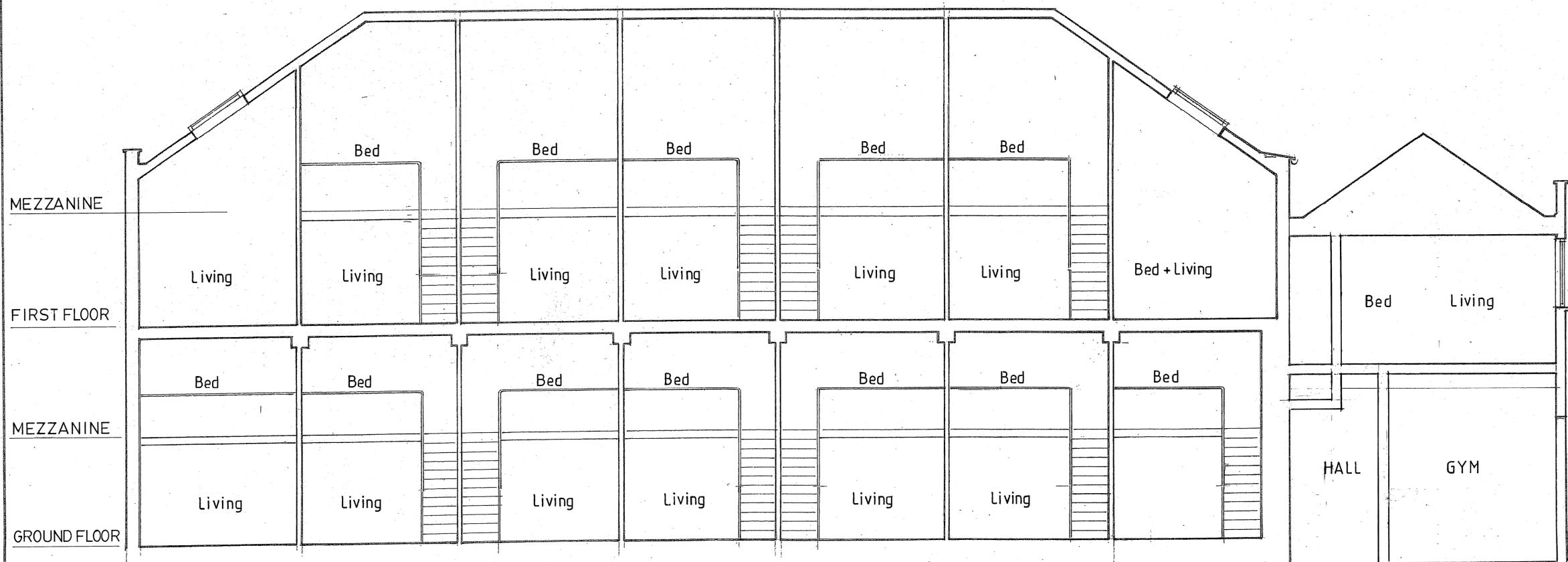
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DATE	REVISION

NOTES



CROSS SECTION



LONG SECTION

CODE	DESCRIPTION	BY	DATE
REVISIONS			

CLIENT

PROJECT 9 EBENEZER ST.

TITLE PROPOSED SECTIONS

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