

WARD: Lockleaze **CONTACT OFFICER:** Jess Leigh
SITE ADDRESS: Land To The South Of Morris Road Morris Road Bristol

APPLICATION NO: 17/01920/F Full Planning

DETERMINATION DEADLINE: 16 August 2017

Mixed tenure, sustainable community development of 49 dwellings and two common houses (major application).

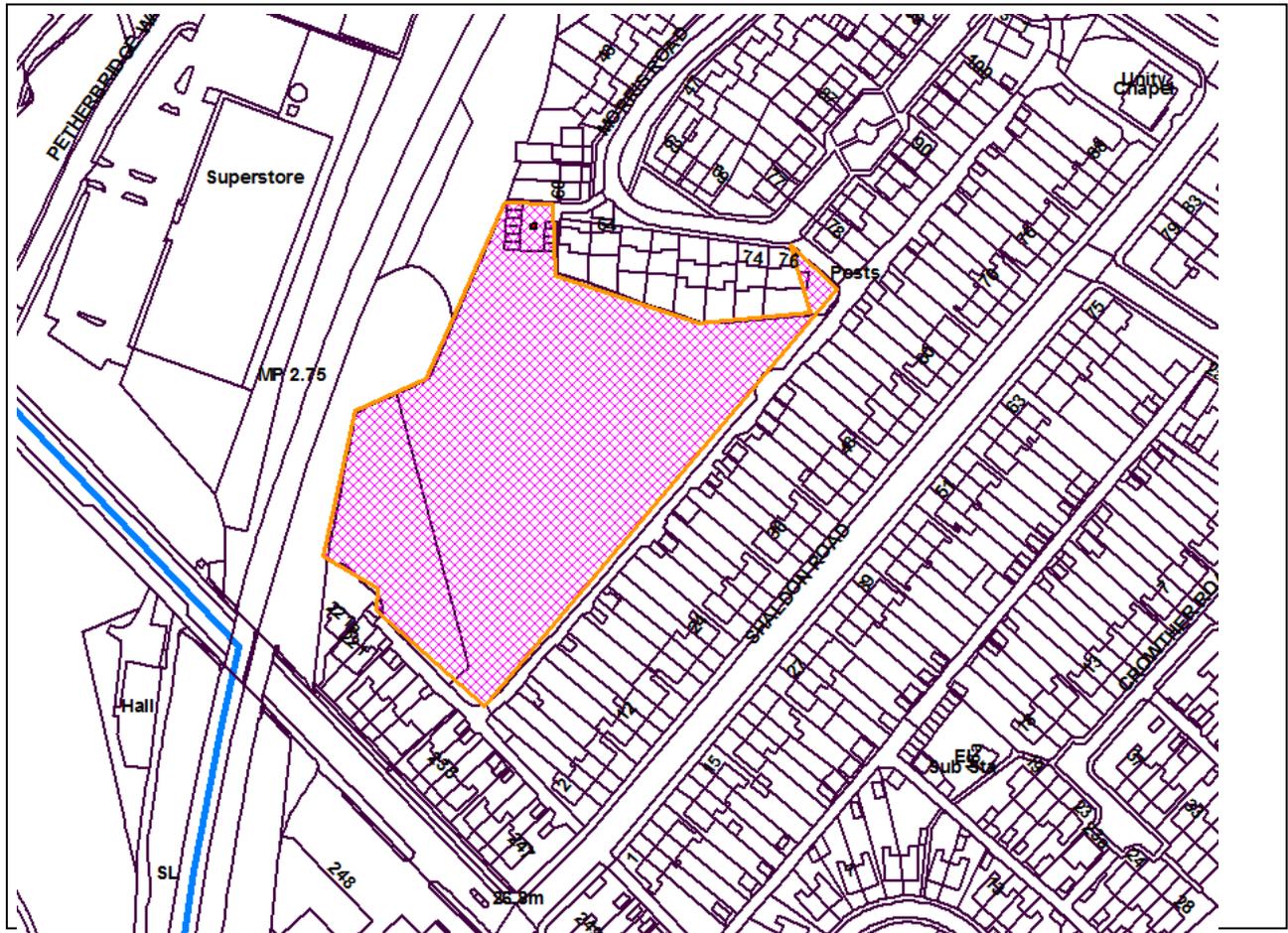
RECOMMENDATION: GRANT subject to Planning Agreement

AGENT: Archtype
Archtype
Upper Twyford
Hereford
HR2 8AD

APPLICANT: Bristol Community Land Trust
c/o United Communities, Eden
House
10 Eastgate Office Park
Eastgate Road
Bristol
BS5 6XY

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

LOCATION PLAN:



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The application relates to a sloping back land site, which is currently heavily vegetated containing a number of mature trees, it also includes a vacant garage court in the north western corner. The site is bounded to the west by a railway embankment but otherwise the rear of the housing on Morris Road, Shaldon Road and Muller Road, a private rear access lane to the latter two runs between the site and the houses. The lane at the rear of Shaldon Road has been gated.

The site is owned by Bristol City Council but under option to Bristol Community Land Trust, (BCLT), and United Communities who are joint applicants.

BCLT are a not for profit organisation that aim to develop affordable housing and community assets, United Communities are a Registered Provider that have undertaken a number of developments within the city to include Gainsborough Square.

The site forms part of a designated wildlife corridor and much of the railway embankment is a Site of Nature Conservation Interest.

The site is allocated for housing in the Sites Allocation and Development Management Local Plan with an estimated number of houses as 35.

Development considerations in the local plan are as follows;

- i) Be informed by an ecological survey of the site and, where appropriate, make provision for mitigation measures which may include providing a buffer to protect the adjacent Site of Nature Conservation Interest and may reduce housing capacity of the site
- ii) Maintain or strengthen the integrity and connectivity of the Wildlife Network
- iii) Address noise and pollution issues from Muller Road and the railway
- iv) Be designed to take account of any existing or established rights of access across the site
- v) Provide a pedestrian link with Shaldon Road
- vi) Be informed by a site specific flood risk as the area of the site is over 1 hectare

The site is not allocated in the draft Lockleaze Neighbourhood Plan- which was published in consultation form in 2015.

PROPOSED DEVELOPMENT

It is proposed to access the site off Morris Road through the garage court and construct 49 dwellings, with two common houses, accessed by an 'S' shaped road, off which there are two cul-de-sacs. A total of 64 parking spaces are proposed predominantly in clusters to the north and south of the site, non are allocated, six have electrical vehicle charging points.

A cycling/pedestrian route is proposed to link into Shaldon Road via the lower sections of the rear access lanes.

Cut and fill of the site will be required to create level areas for construction and there will be associated retaining structures within the development.

A mix of private gardens and communal spaces is proposed, a comprehensive landscaping scheme is included with the submission.

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The dwellings are in a mix of flats, maisonettes, two, three and four bed houses. The two bed houses are two storey with the remainder being three storey. They are modern in appearance with a mix of timber cladding and coloured render.

One common house is located towards the centre of the site, it is mostly single storey in height with a gently pitching roof but contains a small upper floor- this is to be laid out as a communal dining hall. The other common house is located to the south, is three to two storeys in height,(due to a change in levels), the ground floor accommodates a communal air source heat pump, the upper floor a workshop and the top floor offices. There is a large PV array on the roof, which with the heat pump constitutes a Combined Heat Power Plan to serve the development.

The development as a whole is intended to be self- finishing, i.e. it will be resident's responsibility to install kitchens, bathrooms and decorate. The workshop will be used to teach residents the skills they will need to undertake the self- finish elements.

24 of the dwellings will be owned and managed by United Communities, the others will be owned by BCLT but also managed by United Communities. The dwellings are to be in a mix of affordable rent and shared equity.

The allocations procedure will be subject to a lettings plan to be agreed with the city council, this will set out a commitment to providing opportunities for local residents with particular emphasis given to existing council or registered provider tenants who are in a position of under or over occupation.

COMMUNITY INVOLVEMENT

Engagement with the community mostly took place between October 2013 and April 2017. Stakeholders, to include local groups and ward members, were involved during the design phase up to the submission of a pre-application enquiry in March 2016. A consultation event was held at The Hub in Gainsborough Square displaying some design options in November 2016.

A door knocking exercise was undertaken of streets neighbouring the site.

A number of local media were used to promote consultation to include Radio Bristol, the Evening Post and local notice boards.

RESPONSE TO COMMENTS

A table is included with the Statement of Community Involvement setting out the response to issues raised, which are similar to those received in the context of the planning application as set out below.

The responses refer to the completion of surveys and full assessments of issues raised, (e.g. highway safety/ecology) and further information to answer issues such as design , energy efficiency, local housing needs, public route through the site and local training opportunities.

RESPONSE TO PUBLICITY AND CONSULTATION

Initially 318 letters were issued with a closing date for comment of the 5th July though comments have continued to be received on the application.

Subsequent to the initial consultation, letters were sent to all the residents of the roads where off street parking spaces are planned 375 in total - see Key issue D- with a closing date for comment of the 15th September.

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At the time of writing 93 messages objecting to the scheme, to include one petition of 49 signatures, had been received and 36 of support.

Comments received can be summarised as follows;

1. Consultation- there has been consultation during October 2013 to April 2017, plans did seem to take account the comments and including more green space, the plans submitted are very different to those shown earlier this year and include a significant increase in units removing green space and higher buildings the reason being given is viability due to the works needed to overcome the steep nature of the site.
Officer response- See Key Issue A.
2. Suitability for development- the land is too steep making development expensive and resulting in an increased number of units to make it viable, other brown field sites are more suitable for housing.
Officer Response- it is intended to bring all suitable brown field sites within the vicinity forward for residential development in the near future and the site in question is allocated for development.
3. Support- this will be a very positive development for the community, we are satisfied that residents have been listened to, it will provide low cost housing for people in the area with wildlife benefits in the green corridor- the proposal will bring about much needed mix of accommodation- Officer Response- See Key Issues B and C
4. Access- Impact on Highway safety - There are existing problems of access and parking on Shaldon Road and Morris Road, it was never designed to be a through road, vehicles park on the kerb and cause obstruction to larger vehicles, off street car parking is not possible in many instances, proposed restrictions on parking by the access will increase congestion, it will be dangerous for children and residents, vehicles will have to queue to go either way, access onto the main road is difficult at present and this will be exacerbated, when icy the incline at this junction is poor. We have already asked for more parking by removing some of the grass around Morris Road, this is to address existing problem and not future problem. There is no Transport Statement or Travel Plan to review.
The current vehicular access arrangement does not appear to take into account emergency service access, wide vehicles are not tracked.
There is a current claim for the lane to the rear of Shaldon Road to be a Public Right of Way, the use of this lane needs to be considered.
A new access to Petherbridge Road would help and reduce impact on the junction. The provision of a bridge across the railway line is the only suitable option, the sale of some houses could fund this.
The large lorries coming through during construction will be a nuisance, this could be extended as it is a self build site, there is insufficient information to be able to assess the transport impact, where will contractors park?
Officer Response - See Key Issue F
5. Parking- there is insufficient parking, some are shown as 'potential' but there is no guarantee that these will be provided, there is nothing for visitors and a car club will not solve this.
Officer Response - See Key Issue G
6. Trees- more trees should be retained - many more are now being lost compared to those shown on the earlier plans shown during consultation- this should be looked at as opposed to non-native new planting- they provide a buffer to surrounding properties to the railway line from light, noise and diesel fumes.
Officer Response - See Key Issue D

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7. Nature Conservation- there will be a loss of the natural habitat, there is insufficient natural habitat remaining to support existing wildlife, there is a lot of wildlife currently on the site to include a number of protected species, the land should be left as a nature reserve. Officer Response - See Key Issue C
8. Cycle path- The shown route is currently used for car access to residents garages, road safety issues, a link to Petherbridge Way would be a better solution, removal of the proposed pond would allow the access to be at that point, the cycle pedestrian route as shown is not suitable given the steep slope and poor visibility at the access road, residents own the lane and will not give permission for its use, any right of way will have lapsed.
Officer Response -See Key Issue F
9. Security/ASB - The existing gates to lane have improved security, reduced anti-social behaviour and prevented fly tipping, the use as a cycle path will reverse this, the solution is to provide the cycle path wholly within the development. The gates were installed by the community worker in conjunction with the police, the residents may be in a position to exercise ownership of the lane under adverse possession, It is queried whether the stated access rights apply to a residential scheme. There is no evidence that SBD is being sought or could be achieved. The proposed pond is in a location which has been a favourite destination for fly tippers.
Officer Response - See Key Issue F
10. Impact on neighbours-Concern that three storey buildings will obstruct light and privacy to neighbours, it will obstruct views, there will be light pollution, noise from the use of the car parking area and proposed amphitheatre and workshop, the increased traffic will add to pollution, queuing of vehicles and additional use of Morris Road will add to pollution.
Officer Response - See Key Issue H
11. Mix of housing- affordable housing should be integrated with market housing and not in a standalone situation.
Officer Response - See Key Issue B
12. Drainage/Pond- in winter water comes off the railway and causes flooding on Muller Road, there is an existing natural stream running through the site, this will be restricted by the development, the proposed pond and wetland will not be sufficient to address, it will be stagnant water, not prevent flooding and be a safety hazard, loss of the woodland will increase flooding.
Officer Response - See Key Issue K
13. Play- it would be good to see a shared play area that could be used by the community included in the plans, this could open up to the new space. Provision for young families such as investment in local/nearby playground equipment would be beneficial to new and existing community.
Officer Response- Part of the CIL payment from the development will be available to the local community to spend on their priorities for improvements in the area and this can include play provision. There can be no requirement for the developers to provide publicly accessible play on site.
14. Land sale- the council has no right to take away any of the garden of no.62 Morris Road while in occupation. Loss of the driveway would prevent any parking on the property. Action will be taken to prevent this in the future- Officer Response- this matter is under discussion, a replacement parking space would be provided on site.
15. Community Infrastructure- this will put a burden on the existing community amenities- See Key Issue A

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16. Retaining wall- there is no information about this and the risk of subsidence during construction- there is existing subsidence at the rear of Morris Road - Officer Response- the development will require approval under building regulations, which will take into account the stability of the site.

Flood Risk Manager has commented as follows:-

Following the submission of additional drainage information no further is required however if planning permission were granted then the following condition is recommended;

No building or use hereby permitted shall be occupied or the use commenced until the sustainable urban drainage scheme for this site has been completed in accordance with the submitted details. The sustainable urban drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.

Reason: To prevent the increased risk of flooding by ensuring the provision of a satisfactory means of surface water disposal and that the principles of sustainable drainage are incorporated into this proposal and maintained for the lifetime of the proposal

Avon Fire & Rescue Service has commented as follows:-

There will be a requirement for two new fire hydrants on site at a cost of £1,500 per hydrant.

Transport Development Management has commented as follows:-

Parking restrictions will be required at the proposed access and this will require a Traffic Regulation Order. The proposed parking bays opposite the access should include a disabled bay. A Temporary Traffic Regulation Order will be needed during the construction process. A pre-commencement highway condition will be required.

The proposed access will be require the moving of a street light and loss of a street tree, which should be compensated for.

The internal road will require a Section 38 agreement. A plan showing what is to be put forward for adoption will be needed. Traffic Regulation Orders and signs will be needed to impose a 20mph limit. Drainage must be addressed. A Travel Plan will be required to include a number of measures. Approval is recommended subject to conditions

Urban Design has commented as follows:-

While the scheme departs from the surrounding development form, it is considered the back land nature of the site, various constraints and proposed occupation of the site justify the approach shown. The design approach, with a focus on community and sustainable design principles, is broadly supported, though, some issues need to be addressed.

Contaminated Land Environmental Protection has commented as follows:-

The more recent Intégrale report includes further testing of the site soils and gas monitoring, overall the two reports give an good risk assessment for the proposed development. A relatively small area of the site will require remedial works and an adequate scheme is proposed. Pending confirmation that the applicants will be adopting the scheme of remediation recommended in section 6.7 of the Intégrale report we recommend the following two conditions are applied to any future planning consent

B13 - Implementation of approved remediation scheme

C1 - Reporting of Unexpected Contamination

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Crime Reduction Unit has commented as follows:-

The Proposal

The application provides a good level of well-presented information to allow an appropriate assessment of the scheme at this stage.

While the scheme departs from the surrounding development form, it is considered the back land nature of the site, various constraints and proposed occupation of the site justify the approach shown. The design approach, with a focus on community and sustainable design principles, is broadly supported, though, issues to be addressed include: -

Access and Layout

- On street parking areas are fairly extensive; visual amenity within the site would be improved by further planting to break up lines of parked vehicles.
- Altering the internal configuration of some units to provide habitable rooms (e.g. living rooms) onto the street frontage would be beneficial, particularly where these would benefit from south facing aspect.
- Access lanes to rear gardens need to be gated for security.
- There doesn't appear to be a section of the main route through the site.

Landscape

- The proposal seeks to retain the grade B existing trees. A good selection of street trees is specified, though the substitution of the three *Betula pendula* multi-stems with the longer-lived *Quercus robur* would be preferable in that prominent location. The applicant is advised that the Bristol Tree Replacement standard should be satisfied.
- Overall the interplay of spatial arrangement and levels layout succeeds in providing a richly textured and human scale layout that provides opportunities for a pleasing variety of details and uses.

Conclusions/Recommendations

The scheme is considered to represent an appropriate form of development and is supported from a design and landscape perspective.

Nature Conservation Officer has commented as follows:-

The proposal directly affects a wildlife corridor site and adjoins a site of Nature Conservation Interest. Conditions are recommended to require the Precautionary Method of Working and to safeguard protected species.

Pollution Control has commented as follows:-

The acoustic report and recommendations therein are acceptable and these should be conditioned. The development also has 2 common house which will have various plant and equipment including a kitchen extract system, appropriate conditions should be added. A Construction Environmental Management Plan will be needed.

Strategic Housing - Affordable Housing Development Manager has commented as follows:-

We are satisfied with the; unit mix and tenure which is being proposed for this site as it represents the Citywide needs and demands and also goes to address some of the findings from the housing needs survey carried out in the Lockleaze area in 2008.

Although, as the stated in the affordable housing statement that it has been agreed with the 'Affordable Housing Development Manager that the Housing Delivery Team will not be seeking a named percentage of affordable housing contribution within the S106'. The council will however be

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seeking a Unilateral Undertaken, which will ensure that 30% of the affordable housing units are continued to be delivered in perpetuity, in the event that ownership of the affordable housing units change ownership.

For clarification it would be good to establish if there are any service charges on the flatted units, if any at all given the nature of the development as residents will be sharing and contributing to communal facilities.

Network Rail has commented as follows:-

Whilst there is no objection in principle to this proposal there are comments and requirements for the safe operation of the railway and the protection of Network Rail's adjoining land to address, Fencing, Drainage, Safety, Site Layout, Lighting, Piling, Excavation and Earthworks, Signalling, Environmental Issues, Landscaping, Plant, Scaffolding and Cranes.

Arboricultural Team has commented as follows:-

The rationale for mitigating the BTRS is acceptable. It includes 65 standards and a further 123 transplants. There are some concerns about the impact of the development on the retained lime tree - further information should be provided. There is potential for heave on the site following the removal of the hawthorn as it is high water demanding species. The tree protection and planting should be conditioned as well as details of the cellular confining system.

RELEVANT POLICIES

National Planning Policy Framework – March 2012

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

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

KEY ISSUES

A. IS THE PRINCIPLE OF A RESIDENTIAL DEVELOPMENT OF 49 DWELLINGS OF THE PROPOSED MIX OF SIZE ACCEPTABLE?

A number of objections have referred to the fact that earlier consultations were based on a lower number of units and retained larger amounts of open space. The site allocation refers to the anticipated number of dwellings being 35. The Design and Access Statement refers to the increase to 49 being achieved by incorporating a number of one and two bed flats.

There is no reason why the number of units cannot be increased pending an assessment of all relevant issues and this would reflect the need for increased numbers of housing as reflected in the draft Joint Spatial Plan.

The proposed one and two bed flats, two, three and four bed houses will add to the mix of accommodation in the area, which is currently dominated by three bed houses. This reflects the draft neighbourhood plans support for a wider mix of housing and BCS18.

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Concern that there is inadequate community infrastructure with regard to health and education to serve the site has been raised. The development is not of a size that would require a Health Impact Assessment (the trigger being 100 plus), to include an assessment of existing GP capacity so this has not been explicitly addressed though there are a number of surgeries and schools within this sector of the city.

B. IS THE AMOUNT OF AFFORDABLE HOUSING ACCEPTABLE?

The provision of affordable housing has been referred to by a number of supporters of the development and 100% will be in a form of affordable tenure.

All the development will be managed by United Communities who are a Registered Provider with 20 being Affordable Rent, i.e. 80% of market rent, with the remaining 29 being shared ownership, which will enable residents to progress to ownership. All the properties will benefit from grant aid either from the Homes and Communities Association or the city council.

The applicants have been discussing with local residents regarding their potential uptake of some of the units.

Although policy BCS17 requires units for Social Rent, and these are not included in the development, because 100% of the development provides an affordable product the mix of tenure proposed is acceptable, having been discussed and agreed with colleagues in Housing.

A Section 106 Agreement is recommended which will include a clause to require 30% of the units to remain affordable in perpetuity should the site change ownership. On this basis the provision of new affordable housing of the tenures proposed is to be welcomed.

C. HAVE THE ECOLOGICAL IMPLICATIONS OF THE DEVELOPMENT BEEN SATISFACTORILY ADDRESSED?

The impact on the wildlife within the site has been cited as grounds for objection by a number of neighbours.

The adjoining Site of Nature Conservation Interest alongside the railway is not affected by the development and a margin of woodland is retained adjacent to the railway embankment. However the site as a whole is wildlife corridor and as such Policy DM 19 requires any development that would have a harmful impact on the connectivity and function of sites within a wildlife corridor only being permitted where the loss in connectivity or function is mitigated either through the creation of a new corridor within the development site or enhancement of an existing corridor or creation of a new corridor off site.

Through the allocation of the site for development it has been accepted that there will be some impact on the wildlife corridor but the site allocation does refer to the ecological value of the site and the requirement that this be surveyed and mitigated.

The increase in the number of dwellings from the 35 referred in the site allocation to 49 could mean a greater impact on the ecology of the site than hitherto expected. However it is relevant to take into account that sixteen of the units are flats and therefore the increased footprint of the development is not as substantial as the increase in numbers suggests.

An Ecological Survey has been undertaken which identified a mix of habitats on site to include semi-natural broadleaved woodland with dense scrub. Recommendations in the associated report included the retention of woodland and scrub as green corridors to maintain foraging and community connectivity but also as there was potential for bats and reptiles on site, that species specific surveys should be undertaken. A number of ecological enhancements were suggested to include bat and bird

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boxes, refuge creation for reptiles, wildlife pond creation and a lighting scheme that took nocturnal species into account.

Bat and reptile surveys were subsequently undertaken. Low levels of bat activity were recorded and it is recommended that the dark corridors be retained along the north east boundary. There were no reptiles recorded.

The recommended mitigation and enhancements have been adopted in the scheme in that a band of new tree planting will be undertaken around much of the site notably alongside the retained woodland on the western boundary adjacent to the SNCI, to ensure that a corridor is retained. The proposed landscaping is predominantly native species and will provide a range of habitats as well as food sources. The proposed drainage approach includes two areas of pond/wetland, which will introduce an additional habitat. A scheme of bird and bat boxes has been included with the application and an external lighting scheme which demonstrates that there will be no light fall outside of the site. A statement setting out a Precautionary Method of Working to take into account ecological value of the site and to ensure this is not compromised is also included.

Taking all the above into account it is not considered that the ecological impact of the development is such that would warrant a refusal.

Conditions are recommended to require the measures listed above plus a requirement for an up to date badger survey prior to commencement of development and fencing of the SNCI during construction.

D. HAS THE LOSS OF THE TREES ON SITE BEEN ADEQUATELY COMPENSATED?

The issue of the trees on the site and that a number will be lost has been objected to.

The land as existing has a good tree cover with landscape value but, as in the case of ecology, through the allocation of the site it has been accepted that some will be lost.

Following detailed design work it is apparent that significant regrading works will be required to address the steep nature of the site with the result that most of the trees will be lost.

To inform an assessment of this an arboricultural survey and arboricultural impact assessment have been undertaken.

The survey identifies most of the trees on the site as being category C- which equates to trees of low quality with two being category B- moderate quality. There were no category A trees- high quality. It is recognised however that this does not circumvent the landscape value that the trees cumulatively provide.

It is calculated that to comply with the Bristol Tree Replacement Standard, (BTRS), a total of 203 new trees will be required.

The layout allows the retention of four key mature trees with the only lime tree on site being a focal point of one area of communal open space. A sycamore will also be retained as well as an ash tree, identified as the best tree on the site. Measures will be put in place to help relieve stress due to changes to drainage resulting from changes in ground conditions and protect them during construction.

A tree replacement strategy is included which proposes 65 new specimen or street trees across the site varying between extra heavy standard and selected standard. In addition approximately 1000 m² of new woodland planting is proposed which would be a combination of native shrubs and trees most planted at small transplant size but within this native feathered trees are to be planted every 7 m², this

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equates to 143 trees so a total of 208 new trees, which complies with the BTRS.

In conclusion, whilst it is recognised that the loss of the trees on site will be initially significant, the proposed development does include a large number of new trees that when matured will provide a landscaped screen to the dwellings and is considered an appropriate response.

E. ARE THERE ANY CONTAMINATION ISSUES?

A desk based assessment has been made of the site followed by intrusive investigations looking at soils plus gas monitoring. This revealed some high levels of contamination in the top soil towards the south east corner of the site, which has been prone to fly tipping. Remediation is recommended in the form of removal of this top soil and its replacement with clean cover.

The findings and recommendations are considered acceptable and will be required by condition.

F. IS THE ACCESS TO THE SITE ACCEPTABLE?**Vehicular-**

The creation of a satisfactory vehicular access into this site has been considered at length and is one of the key reasons behind the delay in bringing this site forward for development. Alternatives that have been looked and either discounted on grounds of viability. One other option that has been mentioned by some objectors is the creation of a new road bridge across the railway line leading to Petherbridge Road and while this has some merit would be prohibitively expensive and bring with it land ownership issues.

The access design is now achieved through the inclusion of part of the front garden of no.62 Morris Road and an adjoining verge area to allow satisfactory visibility in both directions and significantly reduce a section which is narrower than would generally be accepted for two way traffic. Within the site is a wide area roughly where the garage court is currently sited that can safely accommodate any queuing traffic.

Parking restrictions will be required adjacent to the access and this will require a Traffic Regulation Order.

It is however recognised that Morris Road itself is narrow and some properties cannot accommodate off street parking with the result that parking takes place on the highway, and the highway verge which in turn impedes the flow of traffic resulting in queuing traffic in both directions to the detriment of highway safety. Independent of the planning application a scheme of parking restrictions is being promoted by the Area Traffic Team and has recently been the subject of consultation. This would prevent parking on junctions so improving visibility and the flow of traffic.

Concerns that the increase in traffic generated by an additional 49 dwellings will exacerbate the situation has been grounds for the majority of objections received. Concern has also been expressed that there will be overflow parking generated by the development due to the lack of parking on site- this is assessed in more detail in the following section however it is considered unlikely that this will take place.

The Traffic Statement includes estimates of likely trip generation from the development which at a maximum is 32 per hour at the morning peak. Information has also been submitted based on existing modes of travel used by anticipated future residents to the effect that car usage is low and use of alternative modes of transport high.

While the proposed scheme of parking restrictions will aid road safety it will not address all the problems caused by parking within the area and it is recognised that additional traffic flow from the development could add to this.

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To offset this impact a scheme of an additional 15 off road parallel parking bays is proposed, mostly within Morris Road but also in Downman Road and The Gaskins. Residents of these roads have been notified of this proposal and afforded the opportunity to comment. Some further objections have been received as a result and are included in those listed at the start of the report.

The developer will take responsibility of the construction of the bays under a Section 278 and a Grampian condition is recommended to require them. The proposed spaces directly opposite the access to the site will be required pre-commencement as these will replace the two that will be lost as a direct result of the access -these will include a replacement disabled bay- and also offset the impact of construction traffic.

It is considered that the provision of the parking spaces will mitigate the impact of the development on the highway.

Measures such as car club and cycle parking augmented by a Travel Plan will be employed to reduce the traffic generated by the development with potential to reduce impact. Details of these are to be required by condition.

Cycling/Pedestrian-

A cycle/pedestrian path is proposed that would link into the lower section of the access lane to the rear of Shaldon Road to the north of the gates. The provision of this link accords with the guidance in the Site Allocation. A number of objections have referred to concern that problems of crime and Anti-Social Behaviour would reoccur if the gates were reopened to allow the creation of this path. There are suggestions that the path be moved so it meets the lane to the south of the site however it has been specifically routed to minimise the gradient and it would not be practical to site it as suggested.

Land ownership information shows there to be legal rights of access to this land pertaining to the application site. At the time of writing the situation remains unresolved, while this route is highly desirable it would not be wished to hold up the development on these grounds. There may be an alternative option whereby the path diverts into the site alongside the gates and vehicular access is prevented by a K barrier across the path.

G. IS THE INTERNAL LAYOUT OF THE DEVELOPMENT ACCEPTABLE?

The steep nature of the site has required earthworks to achieve a road network that minimises the length of steeper sections and creates longer more level sections to achieve gradients that could be acceptable for adoption pending more detail. The curved nature of the road is a consequence of this. It is important that the main road is adopted given the number of dwellings being constructed and the requirement that they be serviced for refuse collection purposes. The road has been tracked to demonstrate that it can be accessed by a refuse collection vehicle. Communal refuse stores are located within the site in locations adjacent to the main road.

It is accepted that the two cul-de-sacs, as they only serve a small number of properties, can remain in private ownership and managed by the management company that will be created to maintain all communal aspects of the scheme. Information of drainage of these areas will be required to ensure that this does not affect the adopted element.

The roads are designed as shared spaces.

The development includes 64 parking spaces, 5 are shown as visitors, 4 disabled and two are for car club use. This is slightly under the maximum standard in the local plan which would require 62 spaces and 3 disabled spaces but there can be no objection to this shortfall. The applicant has provided information on the anticipated car ownership for the development which is low though a number do

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own campervans - while this is noted, there can be no guarantees that this will be the case in the future as households change and given the concerns about parking on Morris Road, it is important that the site is self-contained with regard to parking provision. To reflect the potential number of vans on site there are four oversized spaces within the scheme. A bank of six spaces are to be provided with electric vehicle charging points.

There are a total of 100 sheltered and secure cycle spaces, which complies with the adopted standard.

Further detail of the road design along with all the parking and cycle parking spaces will be required by condition.

H. IS THE APPEARANCE OF THE DEVELOPMENT ACCEPTABLE?

While views of the site from the immediate surroundings are limited, it is prominent when viewed from the south and to a lesser extent the west. The removal of the trees and replacement with housing will change views but there will remain a bank of trees around the site. The development is to be flanked by a number of new trees which will mitigate against those lost.

The development is mostly designed as a contemporary take on traditional terraced housing, faced mainly in wood with coloured panels. It is a mixture of two and three storey high, which while higher than the surrounding built context which is dominated by two storey buildings, is not considered to be unacceptably out of scale.

I. IS A SATISFACTORY LIVING ENVIRONMENT ACHIEVED?

All dwellings comply with the nationally described space standards and benefit from amenity space whether it be private gardens, communal garden areas or, as in the case of the maisonettes, balconies. The orientation and glazing will exploit benefits of daylighting, a high specification for the windows facing south is included to minimise solar gain in summer conditions and shading measures in the form of overhangs will be included- these measures will enable the development to adapt to climate change.

Given the proximity of the railway line and the sites location at a higher level than a main road a noise assessment has been undertaken which demonstrates that acceptable noise levels can be achieved subject to appropriate noise mitigation. These measures are considered acceptable and will be required by condition.

J. DOES THE PROPOSAL SATISFACTORILY ADDRESS THE MATTER OF CLIMATE CHANGE?

The development includes a Combined Heat Power plant within one of the common houses and this will serve the development as a whole. This is made up of a communal Air Source Heat Pump to provide heating and hot water and a PV array to provide the electricity, which will be supplemented by grid electricity to be used at time of cheaper tariffs to charger the communal battery storage system. A high level of insulation to passivhaus standard is proposed to minimise heat loss, efficient heating systems and ventilation plus low energy mechanical services will be employed to limit distribution losses. Low water use facilities will be used and water butts will be provided.

It is proposed that the scheme will meet a four star rating against the Home Quality Mark, which has been development by the Building Research Establishment in lieu of the now removed, Code for Sustainable Homes.

A Scheme of Sustainable Urban Drainage is included which includes a mixture of swales, attenuation basins and infiltration features. This is considered acceptable and will be required by condition.

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The scheme aims to be air quality neutral minimising air pollution during construction, using low VOC materials locally sourced and other measures.

Main building materials of an A or A+ green energy rating will be preferred. Pre-fabricated elements might be considered to reduce the generation of waste due to the controlled manufacturing process. Overall the development has high sustainability credentials and is to be welcomed on this basis accordingly.

K. IS THE IMPACT ON THE AMENITIES OF NEIGHBOURS ACCEPTABLE?

Some objectors have expressed concerns about the increased number of vehicles and associated noise and pollution but also noise from the workshops within the site and the railway plus light pollution.

The Noise Report considers the potential impact on the surrounding area as well as the suitability of the site for residential development - ref Key Issue G. This concludes that the construction of the common houses will be such that noise will be contained to satisfactory levels- this being a necessity for the residents of the development as well as neighbours. A condition is recommended that limits any noise from extract ventilation plant to the communal dining area to be kept to acceptable limits. The report considers the potential noise increase to near neighbours arising from vehicles from the development and looks at a worse case scenario when vehicles from all the spaces on the site leave during the morning peak. This shows a +2db increase to Morris Road which assessed against the Institute of Environmental Management and Assessment Guidelines for Environmental Noise Impact Assessment would be considered to have negligible impact in the long term and minor impact in the short term. When assessing this it is relevant to take into account that The Transport Statement anticipates a maximum of 32 vehicle trips during the weekday morning peak and therefore half that which informed the conclusions of the report.

The additional parking bays that are proposed will facilitate a through flow of vehicles, the majority of which will be outwards, and therefore reduce the tendency for waiting vehicles with associated noise and pollution. The measures that are proposed to encourage alternative modes of transport to the private car have the potential to further reduce the impact.

An external lighting scheme has been included with the submission which includes light contours and shows light fall to be contained within the site, aside from the impact on existing neighbours this is considered important to safeguard nocturnal wildlife.

The impact on privacy and light has been referred to by some objectors who abut the site on Shaldon Road and Morris Road with concerns regarding the height and location of the housing, some writers have also referred to loss of view but this is not something that can be taken into account through the planning process. The impact on privacy and light on neighbours is assessed below;

i) Shaldon Road

It is recognised that the height of the site as it abuts the eastern boundary will be increased slightly where houses are proposed as this is necessary to create a level area for construction however the intervening distance between the proposed houses and the rear elevations of the nearest house is approximately 37m. Windows on the end elevations of the proposed houses facing the existing include one to bathrooms at first floor level, which will be obscure glass, and one at ground floor level to shared use living area, here there will be a fence to delineate defensible space but an area of tree planting is also proposed along this boundary. Taking into account a combination of these factors it is not considered that there will be any undue loss of privacy caused.

Guarding has been added to the balcony to the top floor of the three storey common house to restrict any overlooking as although it is some 40m from the nearest existing houses, it is recognised that the

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height may allow overlooking of gardens.

The existing houses nearly all have substantial outbuildings facing the rear lane and shadow fall from these will absorb that from the housing when it occurs late afternoon and evening. When considering this issue it is relevant to take into account the existing shadow fall that results from the trees on site.

ii) Muller Road

Along the southern boundary, the new dwellings are in a mix of flats and maisonettes at three storeys in height with a balcony to the upper floor bedrooms. At the nearest these are approximately 26m from the rear of the Muller Road houses. A cross section has been provided of this boundary which shows that the physical impact of the new dwellings will be reduced as a result of significant excavation and while there is potential for some overlooking from the balcony, this is to a bedroom from which there is less propensity for overlooking, new tree planting is also proposed along the boundary. On balance the resulting situation is considered acceptable.

Any shadow fall along this boundary will be cast away from existing houses.

iii) Morris Road

Along the northern boundary a combination of distance and gradient will mitigate any undue any potential impact on privacy and light.

L. IS THE DEVELOPMENT CIL LIABLE?

The CIL liability for this development is £253,395.09 however social housing relief may be claimed on those residential dwellings included in the development that are to be managed by a Housing Association for the provision of affordable housing.

CONCLUSION

The development will have an impact on the ecology and landscape of the site however this has been acceptably mitigated. It is acknowledged that the scheme which is currently proposed is larger than that indicated in the site allocation but it is recognised that this has been driven by viability considerations. The scheme will provide good quality, fully sustainable, affordable accommodation, a significant amount of which will be available to existing residents of Lockleaze. It will make a significant contribution towards the housing needs of the city.

The proposed scheme of off road parking spaces will improve highway safety on Morris Road and create a situation where the additional traffic can be safely accommodated.

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RECOMMENDED GRANT subject to Planning Agreement

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

Prior to the commencement of development there shall be submitted to, and approved in writing, a Construction Management Plan to cover the following issues;

i) Method of communication with local residents, prior to and throughout the development of the site,

i) Traffic Management Measures;

Proposed access arrangements for construction purposes,

Number and type of vehicles accessing the site; Deliveries, waste, cranes, equipment, plant, workers, visitors, size of construction vehicles and the use of a freight consolidation scheme for the delivery of materials and goods,

Means by which reduction in the number of movements and parking on nearby streets can be achieved; programming, waste management, construction methodology, shared deliveries, car sharing, travel planning, local workforce, parking facilities for staff and visitors, on site facilities.

Arrangements to receive abnormal loads or unusually large vehicles

Measures to protect vulnerable road users, (cyclists and pedestrians)

Arrangements for the turning of vehicles, to be within the site unless completely unavoidable

Means of prevention of mud being carried out onto the highway

Any necessary temporary traffic management measures - carriageway restrictions, removal of parking, changes to one way streets, hoarding licences, scaffolding licences etc.

Route plan of vehicles avoiding weight and size restrictions and reducing unsuitable traffic onto residential roads

Waiting areas and means of communication for delivery vehicles if unavailable space within or near to the site, identification of holding areas

ii) Measures to safeguard amenity

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

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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.

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.

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 highway safety and residential amenity through the construction process.

3. Highway Condition Survey

Prior to commencement of any work on site, a highway condition survey shall be undertaken for the full length of Morris Road from the existing access point to the site to the junction with Shaldon with a schedule of existing defects, submitted and approved in writing by the Local Planning Authority. This should be undertaken in the presence of a council representative. The applicant will be responsible for any damage to the highway caused as a result of the development process.

Reason: To ensure that any damage to the highway sustained throughout the development process can be identified and subsequently remedied at the expense of the developer.

4. Prior to the commencement of development the parking bays on the opposite side of Morris Road, as shown on the approved plan for 'grass verge parking' shall be constructed to the satisfaction of the Highway Authority and be made available for use by residents. These parking bays shall include one space allocated for disabled use.

Reason: In the interests of highway safety.

The applicant is advised that these will need to be the subject of a Section 278 Agreement under the 1980 Highway Act.

5. Protection of Retained Trees During the Construction Period

No work of any kind shall take place on the site until the protective fence(s) has (have) been erected around the retained lime, sycamore and ash trees in the position and to the specification shown on Drawing No. 262.16.TPP1 Rev A. The Local Planning Authority shall be given not less than two weeks prior written notice by the developer of the commencement of works on the site in order that the council may verify in writing that the approved tree protection measures are in place when the work commences. The approved fence(s) shall be in place before any equipment, machinery or materials are brought on to the site for the purposes of the development and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Within the fenced area(s) there shall be no scaffolding, no stockpiling of any materials or soil, no machinery or other equipment parked or operated, no traffic over the root system, no changes to the soil level, no excavation of trenches, no site huts, no fires lit, no dumping of toxic chemicals and no retained trees shall be

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used for winching purposes. If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the council.

Reason: To protect the retained trees from damage during construction, including all ground works and works that may be required by other conditions, and in recognition of the contribution which the retained tree(s) give(s) and will continue to give to the amenity of the area.

6. Notwithstanding the information submitted to date, prior to any works taking place on site, including demolition, full design and product details of the cellular confinement system, as described in the arboricultural impact assessment, including installation methodology, shall be submitted to and approved in writing by the Local Planning Authority and implemented in accordance with that approval.

Reason: In order that the Local Planning Authority may be satisfied that the trees to be retained on-site will not be damaged during the construction works and to ensure that as far as possible the work is carried out in accordance with current best practice.

7. Prior to the commencement of development on site a form of robust fencing, with warning signs attached stating 'Keep Out: Wildlife Protection Area' shall be erected along the boundary of the Site of Nature Conservation Interest as identified on the proposals map of the Sites Allocation and Development Management Local Plan July 2014.

Reason: In order to retain important wildlife habitat

8. Prior to the commencement of development (including demolition and site/vegetation clearance), written confirmation by a suitably qualified ecologist shall be submitted to and approved in writing by the local planning authority confirming that they will undertake an updated badger survey immediately prior (i.e. no more than 48 hours) to the commencement of development, demolition or commencement of site/vegetation clearance.

Reason: To protect badger setts from damage or disturbance during development operations bearing in mind that the animal and its sett are specially protected by law

9. The demolition of the two garage buildings on site shall be carried out using a 'soft strip' method. Areas of the building with relatively high bat potential shall be dismantled by hand, (see advice note 1)

Reason: To conserve legally protected bats in the event that they are found to be roosting.

10. Highway to be adopted

No development shall take place until construction details of the internal access road as shown on Drawing "7689 PL010" to achieve an adoptable standard have been submitted to and approved in writing by the Local Planning Authority. The building(s) hereby permitted shall not be occupied or the use commenced until the road(s) serving the relevant building is/are constructed in accordance with the approved plans.

Reason: To ensure the internal access roads are planned and approved in good time to include any Highway Orders and to a satisfactory standard for use by the public and that the rain garden affords adequate drainage of the highway and are completed prior to occupation.

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11. Highway Retaining Walls

No development shall take place until structural details of the proposed excavation works have been submitted to and approved in writing by the Local Planning Authority. The excavation works shall be carried out in accordance with the approved plans.

Reason: To ensure the works safeguard the structural integrity of the highway in the lead into the development both during the demolition and construction phase of the development.

12. 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) Pedestrian/cycle access arrangements (including resurfacing) to private lane at the rear of Shaldon Road
- b) Signage to indicate permit controlled parking for display within the site and how the spaces for visitors will be managed

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

13. Highway Works

Prior to commencement of development general arrangement plan(s) indicating the following works to the highway shall be submitted and approved in writing by the Local Planning Authority

- Construction of a 7.2m wide carriageway, uncontrolled pedestrian crossing facilities with dropped kerbs incorporating tactile paving, stop and give way lines and "Restricted Parking Zone" (Diagram 663.2) traffic signs as shown by Drawing "Visibility Splay Site Access"

Indicating proposals for:

- Threshold levels of the finished highway and building levels
- Alterations to waiting restrictions or other Traffic Regulation Orders to enable the works
- Locations of lighting, signing, street furniture, street trees and pits
- Structures on or adjacent to the highway
- Extents of any stopping up or dedication of new highway

These works shall then be completed prior to first occupation of the development to the satisfaction of the Local Highway Authority and as approved in writing by the Local Planning Authority.

Reason: In the interests of public safety and to ensure that all road works associated with the proposed development are planned and approved in good time to include any statutory processes, are undertaken to a standard approved by the Local Planning Authority, and are completed before occupation.

NB: Planning permission is not permission to work in the highway. A Highway Agreement under Section 278 of the Highways Act 1980 must be completed, the bond secured and the City Council's technical approval and inspection fees paid before any drawings are considered and approved and formal technical approval is necessary prior to any works being permitted.

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14. All clearance works on site shall be undertaken in accordance with the approved Precautionary Method of Working Statement.

Reason: in order to safeguard protected species and habitats.

15. Further details of the following before relevant element started

Detailed drawings at the scale of 1:20, (or to be agreed) 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) Typical windows- to include full cross sections with header and cill
- b) Typical doors- to include cross sections
- c) Walling material junction details
- d) Guarding to balconies
- e) Typical eaves and soffits
- f) Typical roof valleys and ridge
- g) Retaining structures
- h) Boundary treatments

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

16. Submissions of samples before specified elements started

Samples of the facing materials and hard landscaping materials shall be provided in the form of a sample panel on site and be approved in writing by the Local Planning Authority before the relevant parts of the work are commenced. The development shall be completed in accordance with the approved samples before the building is occupied.

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

17. Land affected by contamination - Implementation of Approved Remediation Scheme

In the event that contamination is found, no development other than that required to be carried out as part of an approved scheme of remediation shall take place until the approved remediation scheme has been carried out in accordance with its terms. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and be approved in writing of the Local Planning Authority.

Reason: To ensure that risks from land contamination both during the construction phase and to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

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Pre occupation condition(s)

18. Prior to occupation the developer shall construct the parking spaces to Morris Road, Downman Road and The Gaskins, as shown on the approved Grass Verges Parking drawing, to the satisfaction of the Highway Authority and thereafter be made available for parking.

Reason: In the interests of highway safety.

19. Prior to the occupation of the development hereby approved the bird and bat boxes as shown on drawing no. 262.16.ECO.01B and thereafter maintained and retained.

Reason: In order to safeguard protected species and habitats.

20. 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.

21. Completion of Vehicular Access - Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the means of vehicular access has been constructed and completed in accordance with the approved plans and the said means of vehicular access shall thereafter be retained for access purposes only.

Reason: In the interests of highway safety.

22. 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.

23. Installation of vehicle crossover - Shown on approved plans

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

Reason: In the interests of pedestrian safety and accessibility

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24. Completion and Maintenance of Car/Vehicle Parking -

No building or use hereby permitted shall be occupied or the use commenced until the car/vehicle parking area shown on drawing no. 7680 PL010E, to include the car club space and disabled spaces, has been completed, and thereafter, the area shall be kept free of obstruction and available for the parking of vehicles associated with the development

Reason: To ensure that there are adequate parking facilities to serve the development.

25. 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.

26. Travel Plans - Not submitted

No building or use hereby permitted shall be occupied or the use commenced until a Travel Plan comprising immediate, continuing and long-term measures to promote and encourage alternatives to single-occupancy car use has been prepared, submitted to and been approved in writing by the Local Planning Authority. The approved Travel Plan shall then be implemented, monitored and reviewed in accordance with the agreed travel Plan Targets to the satisfaction of the council.

Reason: In order to deliver sustainable transport objectives including a reduction in single occupancy car journeys and the increased use of public transport, walking & cycling.

27. Electric Vehicle Charging Points

Prior to the occupation of the development hereby approved details of the six electric vehicle charging points shall be submitted and approved in writing by the Local Planning Authority and installed in accordance with that approval and thereafter retained.

Reason: In order to promote sustainable travel and aid in the reduction of air pollution levels.

28. Car Club

Prior to the occupation of the development hereby permitted there shall be submitted to, and approved in writing by the Local Planning Authority details of a Car Club Services Scheme in accordance with a contract to be entered into by the developer and an approved Car Club provider. The Car Club Services scheme shall comprise;

The allocation of two car club parking spaces

The provision of vehicles

Provision of car club membership for all eligible residents of the development for a minimum of 3 years and the phasing at which the scheme will be introduced.

Reason: to contribute to a sustainable development

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29. SUDs

No building or use hereby permitted shall be occupied or the use commenced until the sustainable urban drainage scheme for this site has been completed in accordance with the submitted details. The sustainable urban drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.

Reason: To prevent the increased risk of flooding by ensuring the provision of a satisfactory means of surface water disposal and that the principles of sustainable drainage are incorporated into this proposal and maintained for the lifetime of the proposal

30. Sound insulation of residential properties

All recommendation detailed in the Noise Assessments submitted with the application with regards to sound insulation and ventilation of residential properties shall be implemented in full prior to the commencement of the use permitted and be permanently maintained.

Reason: In order to achieve a satisfactory living environment

31. Details of Extraction/Ventilation System

Prior to the commencement of the development of Common House 1, details of ventilation system for the extraction and dispersal of cooking odours including details of the flue, method of odour control, noise levels and noise attenuation measures has been submitted to and approved in writing by the Council. The details provided shall be in accordance with Annexe B of the 'Guidance on the Control of Odour & Noise from Commercial Kitchen Exhaust System'. Published electronically by Department for Environment, Food and Rural Affairs. <https://www.gov.uk/government/publications/guidance-on-the-control-of-odour-and-noise-from-commercial-kitchen-exhaust>

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

Advice

Guidance on flues for the dispersal of cooking smells can be gained at 'Guidance on the Control of Odour & Noise from Commercial Kitchen Exhaust System' Published electronically by Department for Environment, Food and Rural Affairs. Product Code PB10527. <https://www.gov.uk/government/publications/guidance-on-the-control-of-odour-and-noise-from-commercial-kitchen-exhaust>

32. C1 - Reporting of Unexpected Contamination

In the event that contamination is found at any time that had not previously been identified when carrying out the approved development, it must be reported immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11', and where remediation is necessary a remediation scheme must be prepared which ensures the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

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Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

33. 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 energy statement (Energy Strategy, Hydrock, 27/3/17) and sustainability statement (Sustainability Statement, Hydrock, 27/3/17) prior to occupation. A total 54% reduction in carbon dioxide emissions beyond Part L 2013 Building Regulations in line with the energy hierarchy shall be achieved, and a 47% 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)

Post occupation management

34. Landscape (planting) works - ref. drawing nos. 262.16PP.001B and 262.16.LD 300F

The planting proposals hereby approved shall be carried out no later than during the first planting season following the date when the development hereby permitted is ready for occupation or in accordance with a programme agreed in writing with the council. All planted materials shall be maintained for five years and any trees or plants removed, dying, being severely damaged or becoming seriously diseased within 5 years of planting shall be replaced with others of similar size and species to those originally required to be planted. All landscaping shall be maintained in accordance with the approved Landscape Management Plan.

Reason: To ensure that the appearance of the development is satisfactory.

35. The external lighting scheme shall be installed in accordance with the approval, to include lux contours, and thereafter retained as installed.

Reason: to limit the impact of light pollution on nature conservation and local amenity.

36. Use of Refuse and recycling facilities

Activities relating to the collection of refuse and recyclables and the tipping of empty bottles into external receptacles shall only take place between 08.00 and 20.00 Monday to Saturday and not at all on Sundays or Bank Holidays.

Reason: To safeguard the amenities of nearby occupiers

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37. 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.

Flood risk assessment, received 17 May 2017
 SK/002 Site levels assessment, received 17 May 2017
 SK/003 Sections, received 17 May 2017
 SK/004 Cross sections, received 17 May 2017
 30001 Fire tender - vehicle tracking, received 17 May 2017
 30002 Refuse truck- vehicle tracking, received 17 May 2017
 30002 Refuse tracking, received 17 May 2017
 Drainage maintenance manual, received 17 May 2017
 Transport statement, received 17 May 2017
 Design and access statement, received 17 May 2017
 Design proposal, received 17 May 2017
 7680PL100 House type A and B, received 17 May 2017
 7680PL130 House type C, received 17 May 2017
 7680PL150 House type E, received 17 May 2017
 7680PL160 House type F, received 17 May 2017
 7680PL170 House type G & H, received 17 May 2017
 7680PL190 House Type 1, received 17 May 2017
 7680PL200 House type J, received 17 May 2017
 7680PL201 Common house 1, received 17 May 2017
 7680PL300 Street elevations, received 17 May 2017
 7680PL001 Location plan, received 17 May 2017
 7680PL012 Site waste strategy, received 17 May 2017
 Site waste strategy, received 17 May 2017
 A531/8246/2A-A Topographical Survey, received 17 May 2017
 A531/8246/2A-B Survey, received 17 May 2017
 Appendix F, received 17 May 2017
 060480SK005P04 Appendix drainage strategy, received 17 May 2017
 Environment agency food data, received 17 May 2017
 Bat Survey, received 17 May 2017
 Hv cables location, received 17 May 2017
 Overheating analysis, received 17 May 2017
 Utilities statement, received 17 May 2017
 Energy Statement, received 17 May 2017
 External Lightning Statement, received 17 May 2017
 Daylight and sunlight assessment, received 17 May 2017
 Noise planning report, received 17 May 2017
 Habitat survey, received 17 May 2017
 Geotechnical and phase 2 contamination report, received 17 May 2017
 Ground investigation, received 17 May 2017
 Site location plan, received 17 May 2017
 Home zone street section, received 17 May 2017
 Landscape layout, received 17 May 2017
 Proposed residential development landscape management plan, received 17 May 2017
 262.16.LD10 Illustrative section, received 17 May 2017
 Habitat survey, received 17 May 2017
 262.16.PP.001 Trees - native planting, received 17 May 2017
 Absence/presence reptile survey, received 17 May 2017

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262.16.LD10 Illustrative section, received 17 May 2017
 262.16.TP1 Tree protection plan, received 17 May 2017
 Landscape and visual appraisal, received 17 May 2017
 Location view points, received 17 May 2017
 262.16.PP.002 Edible Planting, received 17 May 2017
 Statement of community involvement, received 17 May 2017
 Sustainability statement, received 17 May 2017
 Affordable housing statement, received 17 May 2017
 060480TP06008P01 Visibility Splay of Home Zones, received 5 September 2017
 7680 PL010F Plot number and Unit types, received 6 September 2017
 7680 PL220A Common House 2, received 6 September 2017
 7680 PL810A Boundary Sections, received 6 September 2017
 7680 PL8008B Site Sections 1 and 2, received 4 September 2017
 7680 PL801B Site Sections 3 and 4, received 4 September 2017
 7680 PL802A Site Section 5 and 6, received 4 September 2017
 060480 TP05006 P02 Swept Path Analyses Large Car Parking Spaces 31 and 32, received 4 September 2017
 060480 TP051001 P04 Swept Path Analysis Refuse Vehicle, received 4 September 2017
 060480 TP05002 P02 Swept Path Analysis 7.5t Box Van - Plot 28, received 4 September 2017
 060480 TP05003 P03 Swept Path Analysis 7.5t box van (Plot 09), received 4 September 2017
 060480 TP05005 P03 Swept Path Analysis Pan Technicon (Plot 9), received 4 September 2017
 060480 TP05004 P02 Swept Path Analysis Pan Technicon (Plot 28), received 4 September 2017
 060480 TP06007P01 Parking Visibility Splays 2m x 2m, received 4 September 2017
 060480 TP06004 P01 Visibility Splay Site Access, received 4 September 2017
 7680 PL230 Typical Bike and Bin Stores, received 4 September 2017
 AIA REV A Arboricultural Impact Assessment Revision A, received 13 September 2017
 PMW Precaution Method of Working Statement, received 14 September 2017
 Plan showing grass verge planting, received 28 July 2017
 262.16.ECO.01 B Bird and Bat Boxes, received 8 September 2017
 060480 TP06002 P04 Forward Visibility Splays Internal Roads, received 14 September 2017
 060480 TP06003P04 Forward Visibility Splays Including Site Layout, received 14 September 2017
 060480 TP06005 P02 Visibility Splays Home Zone, received 14 September 2017
 060480 TP06006 P02 Home Zones Visibility Splays, received 14 September 2017
 060480 TP06008 P02 Home Zone Visibility Splays, received 14 September 2017

Reason: For the avoidance of doubt.

Advices

1. Guidance: All species of bats and their roosts are legally protected. Soft stripping is a precautionary measure in case legally protected bats are roosting in a building. For example ridges and roof tiles should be lifted off vertically rather than slid off, and linings within the roof and any wooden cladding, soffits or similar which provide crevices should also be removed with care. Demolition of buildings is best carried out between April to October inclusive to avoid disturbing hibernating bats. If bats are encountered all demolition or construction work should cease and the Bat Conservation Trust (Tel 0845 1300 228) should be consulted for advice.
2. Guidance: Examples of built-in bird and bat boxes are available from:
<http://www.ibstock.com/sustainability-ecozone.asp>
http://www.nhbs.com/brick_boxes_for_birds_eqcat_431.html

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

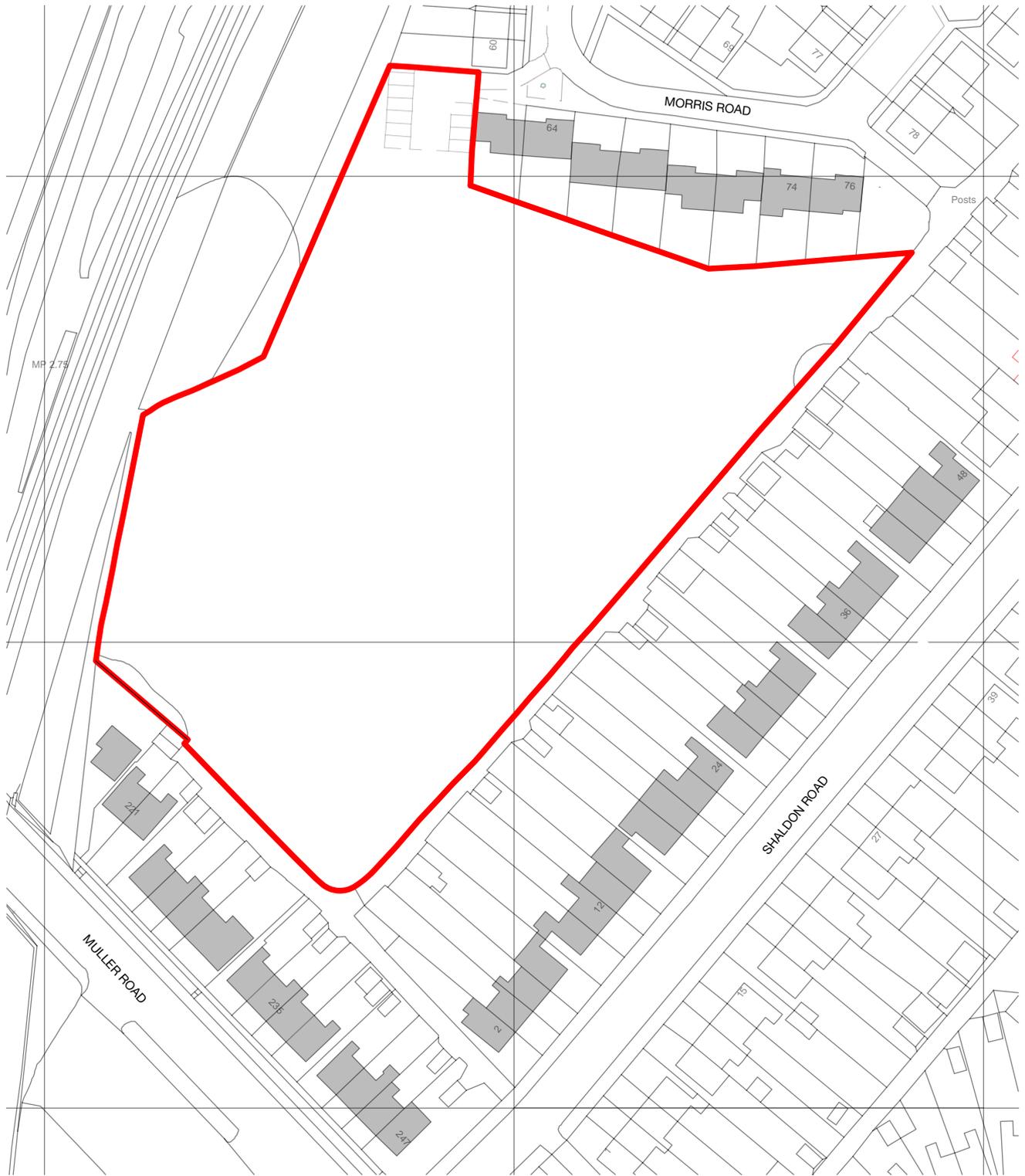
Bird boxes should be installed to face between north and east to avoid direct sunlight and heavy rain. Bat boxes should face south, between south-east and south-west. Bird boxes should be erected out of the reach of predators and at least 3.5 metres high on publicly accessible sites. For small hole-nesting species bird boxes should be erected between two and four metres high. Bat boxes should be erected at a height of at least four metres, close to hedges, shrubs or tree-lines and avoid well-lit locations. Bat boxes which are being placed on buildings should be placed as close to the eaves as possible.

3. Nesting birds: Anyone who takes, damages or destroys the nest of any wild bird whilst that nest is in use or being built is guilty of an offence under the Wildlife and Countryside Act 1981 and prior to commencing work you should ensure that no nesting birds will be affected.

Supporting Documents

2. Land To The South Of Morris Road

1. Site plan
2. Development master
3. Scene 7
4. Scene 8
5. Shaldon Road landscape layout



Location Plan 1:1250 @ A4



ARCHITYPE

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Project Shaldon Road Housing		Dwg Title Location Plan	
Client BCLT & United Communities		Dwg No. 7680 PL001	Revision A
Drawn by EDS	Checked by RH	Scales 1:500 @ A4	Date 03.04.17







Shaldon Road
BCLT
Proposed Landscape
Layout

1:250 @ A0
Dwg No 262/16/ LD010