

WARD: Windmill Hill **CONTACT OFFICER:** Angelo Calabrese
SITE ADDRESS: Land At Junction Of Goolden Street And Bathwell Road Bristol BS4 3AN

APPLICATION NO: 17/06260/F Full Planning

DETERMINATION DEADLINE: 5 January 2018

Construction of a residential development of seven residential units, for the land at the junction of Goolden Street and Bathwell Road.

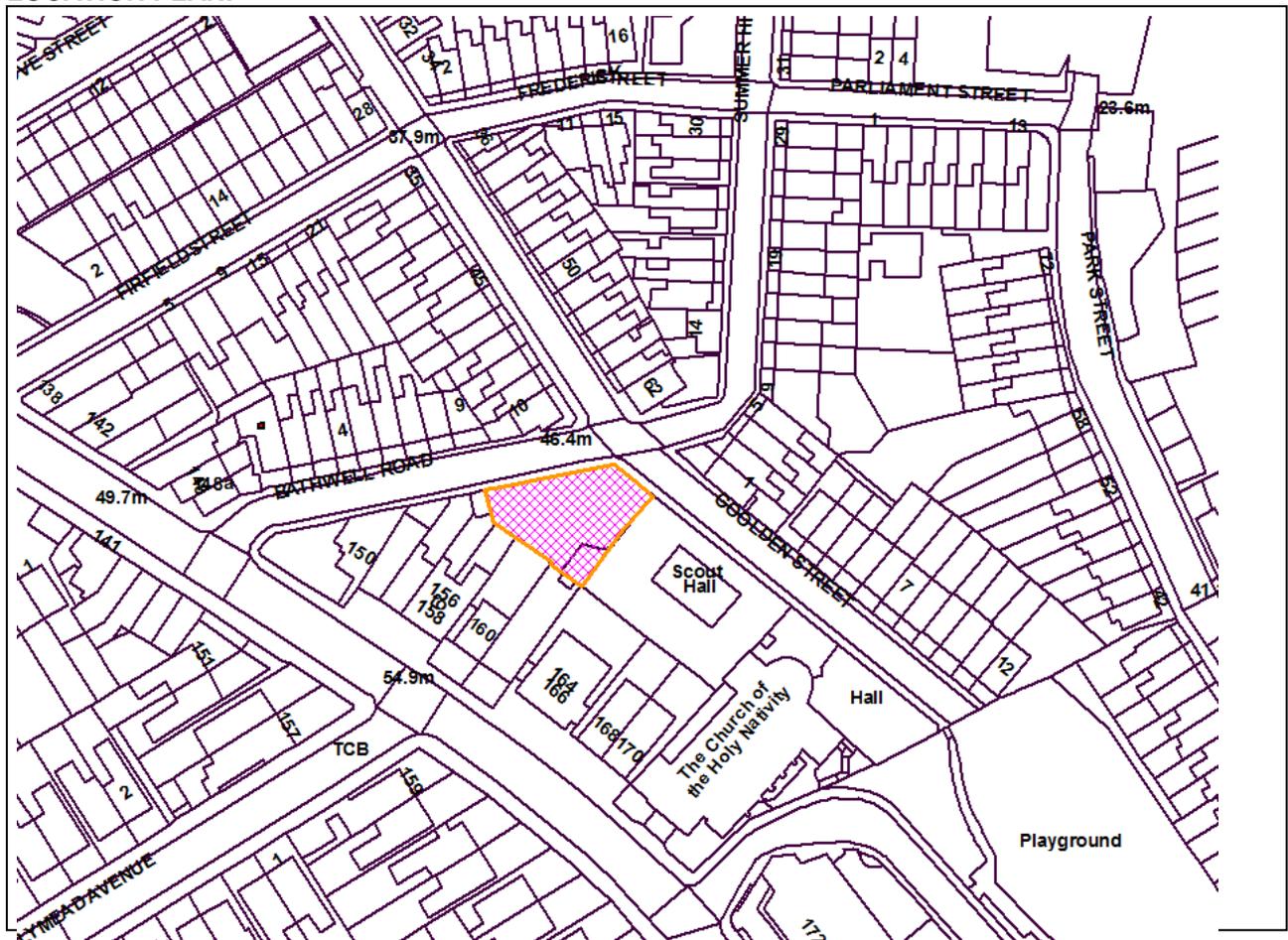
RECOMMENDATION: GRANT subject to Planning Agreement

AGENT: Oxford Architects
 The Workshop
 254 Southmead Road
 Bristol
 BS10 5EN

APPLICANT: Mr Simon Ellis
 1b Mile End
 London Road
 Bath
 BA1 6PT

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

LOCATION PLAN:



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COUNCILLOR REFERRAL

The application has been referred to Development Control Committee by Councillor Jon Wellington Ward Member.

Councillor Wellington's concerns are specifically raised in relation to the following issue:

'Residents have raised significant concerns about this development. These include concerns about

- the height of the development (3 storeys) in relations to surrounding houses is higher than other houses. It will also feel bigger due to the development being at the top of a hill.
- The use of brick instead of render to match surrounding properties
- Flats come up to front pavement with no front gardens. This is unlike other properties in the area but also the front door is on top of a hill which is a noted rat run. Lots of traffic on a very tight turn.
- Height blocks light and overlooks neighbours.
- The view of the Holy Nativity church will be blocked from Stanley Hill.'

SUMMARY

The application seeks consent to erect a terrace of 7 dwellings (5 flats and 2 houses) on a piece of land at the junction of Goolden Street and Bathwell Road which historically has had planning permission for residential development. The site is located adjacent to a designated local centre.

The proposal has had a number of objections from local residents who raised concerns with the scale of development, the impact on the character of the area and parking. Notwithstanding these issues, this proposal is considered to provide a high quality development, which will provide much needed additional housing which is of an appropriate mix and will improve highway safety in the locality.

SITE DESCRIPTION

The application site is located at the corner of Bathwell Road and Goolden Street next to the former scout hut site which was granted permission for redevelopment in 2017. The site is currently vacant but was formerly occupied by a large skittle alley (linked to a building on Wells Road), which was demolished circa 2008 along with two storey workshop type buildings. The site has been vacant since then and has been used by previous landowners as a dumping ground for shipping containers and fly tipping (se relevant history section).

APPLICATION

Permission is sought for the erection of a terrace of 7 dwellings (5 flats and 2 houses). A dedicated communal bin store and bike store is included within the plans. The building materials will be a mixture of render and brickwork.

During the assessment of the application the applicant has reduced the height of the scheme by 200mm and changed the building materials to the 3 dwellings facing Bathwell Road to render. The proposed roof terrace above the single storey bin store has also been removed from the plans.

The application includes a number of supporting documents such as a transport statement, contamination report, shadow study, and sustainability statement.

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RELEVANT HISTORY

Planning applications

16/05428/F Erection of 3 storey building containing 9 flats with associated landscaping. Withdrawn due to officer concerns with design, mix of units, impact on neighbouring properties, space standards, and climate change issues.

16/00233/F Construction of town house with linked garden room. Withdrawn

15/04729/F Construction of 9 no. flats with associated parking and landscaping. Withdrawn.

04/03891/F Construction of 8 no. self-contained flats and 2 no. maisonettes with four car parking spaces and cycle parking. Granted permission by committee on 6th April 2005

Also particularly relevant to this application is the neighbouring (adjoining) site which has planning permission for the following: **16/01311/F**- Former scout hall to be demolished and land to be excavated to road level to permit construction of six three-storey family dwellings for shared ownership. This was granted consent by committee 3rd August 2016.

Enforcement cases

16/30160/MINOR- Enforcement case relating to the commencement of building work on the site. The enforcement team advised the land owner that the 2005 planning permission was not implemented and advised the landowner to submit a Lawful Development Certificate application to establish if the permission was lawfully implemented. This case is now closed and building work is no longer taking place on site.

12/30297/S215- During 2012 the site was used by the landowner to store shipping containers and an Enforcement Notice was issued for their removal alongside a Section 215 notice.

Pre-application enquiries-

16/02913/PREAPP Erection 9 no. 2-bed flats with associated works. Officers considered that the scheme needs to relate to the recently approved adjacent site and local character, but would have no negative impact on neighbouring properties

RESPONSE TO PUBLICITY AND CONSULTATION

Site notice and press advert issued. Neighbouring properties consulted by letter on two occasions following the submission of revised plans. A total of 53 objections received over the two consultation periods. And 2 comments in support. The following points were raised-

Comments in Support -

The application compliments the scale and design of the neighbouring approved scheme.
Provides much needed housing.
Improvement to derelict site.
Support for redevelopment.
Good design.

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Issues of concern-

Principle (Key issue A)

Overdevelopment
Lack of services in the area to cope with additional housing.

Impact on character of area and Listed Building (Key issue B)-

Materials and 3 storeys out of keeping with area
Impact on views of the Church
No set back from pavement

Impact on residential amenity (Key issue C)-

Overbearing to neighbouring properties
Loss of sunlight to neighbouring properties
Overshadowing
Overlooking to neighbouring houses

Highway safety (Key issue D)

Increase demand for on street parking
Proposal should include parking
Yellow lines will increase parking problems.
Increase ice hazard from size of development.

Living environment for Future occupiers (Key issue D)-

No green space for the building

Not a material consideration-

Insufficient local consultation by developer. Case officer note- No Community Involvement statement is required for this scale of development.

Totterdown Residents Association raised the issues identified above and are particularly concerned with the height on the corner, the choice of materials, and the lack of a setback from the road.

Bristol Civic Society has no objections to the principle of development but consider the scale of the building turning the corner is too ambitious for the character of the area and while it relates to the approved dwellings next door it does not reflect the local character.

City Design Team -It is noted that the scheme retains a 3-storey element on the corner of Bathwell Road and Goolden Street. While concern has been expressed over the use of scale to mark the corner in previous comments, it should also be noted that a fundamental challenge to previous schemes has been appropriately managing the design of the corner, in both providing an appropriate roof form and transition with the adjacent proposed scheme. Indeed a number of configurations have been attempted which explored lower (although still 3-storey) form on the corner with flat roofs, double-pitch and others, which were not considered appropriate response to context or quality of design required by the corner location.

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Therefore it is considered that the retention of a 3 storey element on the corner is, on balance, justified through its design, by allowing a proper focus to the corner and an appropriate transition between the 3storey scheme along Goolden Street and the 2-storey units going up the Bathwell Road and by focusing the height at the corner, utilising the space provided by the junction, together with the significantly reduced height otherwise.

The City Conservation officer has raised no objections to the impact on the setting of the Listed Church Tower.

Flood Risk Engineer- The commentary in the sustainability statement is accurate. The flood risk posed to the development site is deemed as low from all sources. It is also stated: 'a comprehensive drainage strategy will be implemented to assist with reducing rain and storm water impact'. This is will be a requirement by condition.

Contamination officer –No objections subject to remediation conditions.

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.

Equalities Impact 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. Overall, it is considered that the approval of this application would not have any significant adverse impact upon different groups or implications for the Equalities Act 2010. In this case the design and access to the development have been assessed with particular regard to disability, age and pregnancy and maternity issues

KEY ISSUES

A) IS THE PRINCIPLE OF DEVELOPMENT ACCEPTABLE?

Section 6 of the NPPF sets out the approach for 'Delivering a wide choice of high quality homes'. It states that:

"Housing applications should be considered in the context of the presumption in favour of sustainable development."

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

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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.'

BCS18 states that all new residential development should maintain, provide or contribute to a mix of housing tenures, types and sizes to help support the creation of mixed, balanced and inclusive communities.

The application site is classed as brownfield land and has had permission for residential development in the past. The proposed development would have a density of 157dph, and a number of residents have raised concerns that this is above the examples of densities given on page 121 of the Core Strategy which has a picture of Totterdown and a density of 120 dph. The images are only for illustrative purpose and are not intended to directly inform decisions on applications. The density of this scheme is considered appropriate as it is a site that is located next to a designated centre and policy BCS20 promotes imaginative design solutions to ensure 'optimum efficiency' in the use of land. It is considered that the scheme maximise opportunities to increase densities in an appropriate location.

Regarding the mix of units, the proposal seeks to provide a mix of 1 and 2 bed flats and 3 bed houses. The latest census statistics for the lower super output area has the area consisting of 57% houses, 43% flats. The proposal would provide a total of 5 flats and 2 houses, with a good mix of 1bed (2 units), 2 beds (3units) and 3 beds (2 units) and is an improvement over the historic permission (8 flats and 2 maisonettes) and the last application which proposed just 9 flats.

The principle of development is supported.

B) IMPACT ON CHARACTER OF THE AREA AND NEARBY HERITAGE ASSETS.

Policies BCS21, DM26 and DM29 require development should contribute positively to an area's character and identity, creating or reinforcing local distinctiveness.

The existing site is not considered to make a positive contribution to the local street scene and surrounding area. The proposal is for a terrace of properties that links Bathwell Road and Goolden Street and consist of a mix of 3 storeys and 2 storey buildings. The houses have a contemporary appearance with the use of gable frontages. The modern design also takes characteristic from the local vernacular including the use of render coloured panels. Some objectors have commented that the houses do not match the surrounding properties. However, replication is not the only way for properties to be in keeping with an area. The expression of modern design is which tie in features with its locality is an accepted approach. This approach was supported by the Local Planning Authority on the neighbouring site.

The use of brick and render coloured panels for the 3 storey building is considered an acceptable approach as it is similar in appearance to the approved Scout Hut scheme. It will be essential to approve samples of the materials to ensure that the brick is of a suitable colour and texture.

There have also been concerns raised in terms of the scale of the buildings, particularly the 3 storey element. The proposal replicates the height which was considered acceptable by committee on the neighbouring site. While this scheme is closer to the road than the neighbouring permission the visual space around the junction would insure that the scheme would be acceptable and would not have an over dominant visual impact on the junction(particularly when viewed next to the adjoining 3 storey development). It is also considered that the 3 storey element of the scheme achieves a satisfactory transition between the adjacent development and the proposed 2 storey element of the proposal (along Bathwell Road).

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There has also been concern over the lack of setback from the road and the small front gardens along Bathwell Road. The area consists of a mix of front garden sizes with houses along Bathwell Road, Goolden Street, Stanley Hill and Summer Hill having small front gardens, a number of which are lightwells to basement levels. The scheme includes the provision of small front gardens for the terrace fronting Bathwell Road and a larger front garden to the building which adjoins the Scout Hut site (which mimics the layout of that neighbouring scheme). It is considered that the scheme takes satisfactory design cues from the general layout and positioning of existing development in the area.

Objections were also raised to the corner section of the scheme which will sit on the pavement. Again, there are examples of buildings that abut the pavement in the locality (Goolden Street, Parliament Street, Firfield Street, Stanley Hill). It is a common feature at road junctions to have buildings directly abutting the pavement. Historically it is also noted that the skittle alley and workshop buildings abutted the pavement. It is not considered that this design feature would have a significant negative impact on the street scene, particularly as officers consider that the visual space at the junction is sufficient to accommodate the scale and mass of development.

Impact on views of church

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. The Authority is also required (under Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990) to pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area.

Section 12 of the national guidance within the National Planning Policy Framework (NPPF) 2012 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation, with any harm or loss requiring clear and convincing justification.

In addition, the adopted Bristol Core Strategy 2011 within Policy BCS22 and the adopted Site Allocations and Development Management Policies within Policy 31 seek to ensure that development proposals safeguard or enhance heritage assets in the city.

There have been concerns raised regarding the impact on the views of the adjacent church. Both the short and long range views need to be considered. The church is a very dominant building within the street scene and the wider area. The church tower is Grade II listed, but the rest of the building is not (this was rebuilt after WW2).

Views of the main church building would be obstructed at close range and when viewed from the junction with Bathwell Road. It is also noted that prior to its demolition the large skittle alley blocked views of the lower part of the church. The neighbouring approved 3 storey scheme would also impact on close views of the main church tower, and it is not considered that this close proximity view is of significant importance that must remain completely untouched. Views of the tower will still remain when viewed along Stanley Hill. This is because the tower sits at the front of the building towards the Wells Road.

Due to the topography of the site the consideration of far range views is also necessary. Example views have been provided by the applicant. In the views from Victor Street Bridge the neighbouring approved scheme will be prominent along the hillside, and the corner element of this scheme would be visible, the rest of the scheme will be hidden behind the Stanley Hill/Bathwell Road dwellings. The impact on views of the church and tower would not be significant and it is considered that the development, alongside the approved scheme will form part of the city scape where views of houses

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and roof tops on hillsides is a common feature. The same can also be said of the closer view from the Summer Hill/ Bath Road junction.

To conclude, the lower section of the building would be partially obscured but the church will remain a significant and prominent feature in the landscape. There would not be a significant impact on the views of the Listed tower. It is considered that the proposed development would safeguard the setting of the heritage asset.

To conclude it is considered that the proposal will respond appropriately to the local character of the area and respond to the recently approved scheme adjacent to the site.

C) WOULD THE PROPOSAL UNACCEPTABLY AFFECT THE RESIDENTIAL AMENITY OF THE AREA?

Policy BCS21 sets out criteria for the assessment of design quality in new development. Development will be expected to safeguard the amenity of existing developments and create a high-quality environment for future occupiers. Policy DM30 in the Site Allocations and Development Management Policies (2014) also expresses that alterations to buildings should safeguard the amenity of the host premises and neighbouring occupiers.

The site is located at a road junction and has the potential to have an impact with a number of streets, the closest properties are those along Wells Road to the south west and Bathwell Road to the north west. The application includes a shadow study which considers the potential overshadowing impact during various times of the year.

Impact Goolden Street

The site is located approx. 14m from the front elevation of 1 Goolden Street and the shadow study shows that there will be shadowing cast to the front of this property during the autumn and spring equinox but the level of overshadowing is not considered to be significant. The development will also not be overbearing as it is not directly in front of this building and is identical in scale to the neighbouring scout hut site which faces this neighbouring property.

In terms of overlooking the relationship is no worse than the neighbouring scheme and the area is characterised by dwellings being in close relationships fronting highways.

Corner Stanley Hill/Summer Hill

The site is approximately 12m from the front elevation of this building which has windows onto Stanley Hill and Summer Hill. The shadow study shows that there will be some overshadowing from midday but this moves on by 3pm during the spring and autumn equinox. There will also be overshadowing during the winter months, but there will already be overshadowing from the adjoining approved. Therefore the level of shadowing is not considered significant. Again in terms of overbearing and overlooking impact the proposal is not directly in front of windows of this property and the relationship is not dissimilar to the relationship of the scout hut development and existing development in the area.

Bathwell Road

The development will be located 11m to the front elevation of the nearest property on this road (opposite corner). The shadow study shows that there will be some overshadowing at 9am but this clears by midday during the autumn and spring equinox. There will also be overshadowing during the winter months, but this shadowing will also be created by the neighbouring approved scheme. The impact is not considered significant and the proximity of the development to the front elevation of these building is acceptable. It is also noted that the buildings fronting onto these neighbouring

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properties are 2 storeys which further reduces any impact, but as stated above (in terms of overbearing and overlooking) the relationship of the proposal across the highway is a common characteristic of a dense urban environment.

Wells Road

Taking into account the previous approval on the site permitted 3 storey development which backed onto the rear gardens of 156-158 Wells Road, this proposal is considered to have a better relationship with these properties as the scheme consist of two storey buildings and a single storey structure which backs directly to the rear boundary of no. 156.

As originally submitted the proposal included the provision of a roof terrace above the bin store, but officers considered that this would introduce noise and disturbance issues at high level above neighbouring gardens, which is not typical relationship in this context. This element has been removed from the plans.

The two storey dwellings will not introduce any direct overlooking to the rear of the Wells Road properties and the overlooking created by the 3 storey element is acceptable as this part of the development is over 21m to the windows of the upper floors 162 Wells Road.

It is therefore concluded that the development would not cause a significant unacceptable amenity impact to neighbouring properties.

D) AMENITY FOR FUTURE OCCUPIERS.

Policy BCS18 requires residential developments should provide sufficient space for everyday activities and to enable flexibility and adaptability by meeting appropriate space standards.

Each dwelling will meet the minimum space standards for 1bed (50 sqm), 2 bed (62 sqm) and 3 bed dwellings (96sqm). There is also ample space to accommodate the necessary refuse and recycling storage within a communal bin store and a number of the properties have rear gardens were occupants can store boxes.

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

There have been no objections to the proposals from the Transport Development Management Team (TDM). One of the critical issues for the local residents is the impact that the development has on the parking situation within the area. The properties are located in what is considered to be a sustainable location with good access to local shops and bus routes.

A number of objections have also been raised to the provision of double yellow lines at the junction and the subsequent impact this will have for on street parking combined with no parking being provided by the development.

The application includes a transport statement which has been reviewed by the Highways Development Management Team. The following is their response to the proposal-

Highway Network

The site is located on the corner of the junction between Goolden Street, Bathwell Road, Stanley Hill and Summer Hill, all of which are within a 20mph zone. Due to the narrowness of the roads, resident's park on the footway. There are currently no parking restrictions. Visibility at the junction is compromised by on-street parking.

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The footway that runs along both sides of the site on Goolden Street and Bathwell Road is in an extremely poor condition, offers little protection for pedestrians, varies in width from approximately 1.2m to 1.5m wide and contains a vehicle crossover that will no longer be needed by the proposed development. To ensure that residents of the development can access it safely, the applicant has agreed to reinstate, reconstruct, resurface and widen the footway to 2m for which a Section 278 Agreement and a Section 171 Licence will be required.

To enable residents and pedestrians in general to easily and safely cross the carriageway and to prevent dangerous parking which blocks vehicular visibility splays and makes it harder for residents to access the proposed building the applicant has agreed to provide uncontrolled pedestrian crossing facilities with drop kerbs incorporating tactile paving on all four arms of the junction, along with double yellow lines.

The cost of these measures and the associated Traffic Regulation Order (£5,395) would need to be met by the applicant to be delivered through a Section 278 Agreement. Whilst it is acknowledged that this may be unpopular, such measures would improve the safety of the junction for pedestrians/motorists alike and address road safety concerns in relation to rat running that takes place at both Stanley Hill and Bathwell Road that was raised by local residents via the Traffic Choices website Nov 2014 (Issue Log 507).

Car Parking / Cycle Parking

The application does not propose to provide any car parking other than what is available on-street. As the site is in a highly sustainable location, with excellent bus services on the nearby Wells Road and the city centre and Temple Meads Station are within an easy walk/cycle, this is acceptable. In respect of cycle storage the site plan submitted proposes an internal store with five Sheffield Stands appropriately set apart that will be able to accommodate 10 cycles for residents with a further two for visitors using secure wall mounted lock off points. In addition for the residents of Garden Flat 2 a cycle locker is proposed that will be able to accommodate two cycles. Given that this amount exceeds the minimum standard this is to be welcomed.

Based on the above assessment by Highway officers it is considered that no objections can be raised on highway grounds. While it is acknowledged that the proposal will have an impact on street parking, the proposed highway works would improve pedestrian and vehicle safety for the locality and the site is in a sustainable location where planning policy can support schemes without parking.

Local residents concerns have been carefully considered and whilst there is no argument that there will be an impact on the area the NPPF is clear that proposals should only be refused on transport grounds where the residual cumulative impacts of development are severe and that is not considered to be the case in this instance.

F) WOULD THE PROPOSAL RAISE ANY ECOLOGICAL ISSUES?

The City Ecologist has not raised any ecological issues with the site and has advised that the recommendations set out in the design and access statement concerning wildlife should be followed. This will include native species to landscape areas and the incorporation of bat and bird boxes.

The tree officer has advised that there are no trees on the site and therefore has no objections to the proposal.

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G) WILL THE PROPOSED DEVELOPMENT MAKE AN ADEQUATE CONTRIBUTION TO THE SUSTAINABILITY AND CLIMATE CHANGE GOALS OF ADOPTED PLANNING POLICIES?

Policies BCS13, BCS14, BCS15 and BCS16 of the adopted Core Strategy give guidance on sustainability standards to be achieved in any development, and what measures to be included to ensure that development meets the climate change goals of the development plan. Applicants are expected to demonstrate that a development would meet those standards by means of a sustainability statement.

The proposal includes a sustainability statement which outlines the specification of low u-value materials, windows, doors and robust details to provide efficient buildings with low air permeability. In addition to the fabric first approach, high efficiency boilers, heating controls and energy efficient lighting will be used in conjunction with renewable sources (solar panels) to reduce the CO² emissions by at least 20%.

In terms of water management the statement makes reference rainwater to attenuation tanks set between the final sewer connection. The permission will be have a condition which requires a SuDs scheme to approved before commencement of work on site.

CONCLUSION

The issues of this case have been carefully balanced and considered against local and national planning policy. The principle of the development is accepted and the impact on the amenity of neighbouring properties is not considered to be so severe to warrant the application's refusal.

The proposals will have an impact on street parking due to the inclusion of double yellow lines along the junction, but this has significant highway safety improvements for the area. It is noted that the site is located in a highly sustainable location adjacent to a designated centre.

The design of the approved scheme, similar to the approved Scout Hut site, is considered to have an acceptable impact on the streetscene and will not have a significant impact on views of the church.

This proposal is considered to be an efficient use of land in an area where increased densities are supported and would contribute towards the supply of housing sites in the city. Approval is recommended subject to the completion of a legal agreement (Traffic Regulation Order).

Community Infrastructure Levy (CIL)

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

The CIL liability for this development is £31,885.27.

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That the applicant be advised that the Local Planning Authority is disposed to grant planning permission, subject to the completion, within a period of six months from the date of this committee, or any other time as may be reasonably agreed with the Service Director, Planning and Sustainable Development and at the applicant's expense, of a planning agreement made under the terms of Section 106 of the Town and Country Planning Act 1990 (as amended), entered into by the applicant to cover the following matters:

- i. A financial contribution of £5,395 for the making of the Transport Regulation Order
- B. That the Head of Legal Services be authorised to conclude the Planning Agreement to cover matters in recommendation (A).
- C. That on completion of the Section 106 Agreement, planning permission be granted, subject to the following conditions:

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. Implementation of Approved Remediation Scheme

No development, other than that required to be carried out as part of the approved scheme of remediation in section 5.8 of the Composite report on previous investigations prepared by Intégrale dated December 2017 (Ref 8831) refers, 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 (otherwise known as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced, and be approved in writing by the Local Planning Authority.

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

3. Sustainable Drainage System (SuDS)

The development hereby approved shall not commence until a Sustainable Drainage Strategy and associated detailed design, management and maintenance plan of surface water drainage for the site using SuDS methods has been submitted to and approved in writing by the Local Planning Authority. The approved drainage system shall be implemented in accordance with the approved Sustainable Drainage Strategy prior to the use of the building commencing and maintained thereafter for the lifetime of the development.

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

4. Large Scale Details

The relevant part of the development shall not take place until detailed drawings at 1:20 scale in plan, section and elevation have been submitted to and approved in writing by the Local Planning Authority.

- Typical Windows and all external doors (including lintel, cills, surrounds, reveals, jambs, frames, glazing bars etc)
- Roof edging including parapets, eaves, verges, ridges,
- Canopies
- Dwarf garden walls of a minimum height of 750mm.
- Downpipes

The development shall thereafter be carried out in accordance with the approved details.

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

5. 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.

6. Submission and approval of landscaping scheme

No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of hard and soft landscaping, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection, in the course of development.

The landscaping shall incorporate native species for wildlife benefit (such as flowering/fruited species), and a more species rich seed mix be used to increase species diversity.

The approved scheme shall be implemented so that planting can be carried out no later than the first planting season following the occupation of the building(s) or the completion of the development whichever is the sooner. All planted materials shall be maintained for five years and any trees or plants removed, dying, being damaged or becoming diseased within that period shall be replaced in the next planting season with others of similar size and species to those originally required to be planted unless the council gives written consent to any variation.

Reason: To protect and enhance the character of the site and the area and to ensure its appearance is satisfactory.

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7. 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:

Parking of vehicle of site operatives and visitors
routes for construction traffic
hours of operation
method of prevention of mud being carried onto highway
pedestrian and cyclist protection
proposed temporary traffic restrictions
arrangements for turning vehicles

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

8. Approval of road works necessary

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

- Installation of uncontrolled pedestrian crossing facilities with dropped kerbs incorporation tactile paving at all arms of the junction between Bathwell Road, Goolden Street, Stanley Hill and Summer Hill.

- Reinstatement, reconstruction, resurfacing and widening of both footways fronting the site on Bathwell Road and Goolden Street.

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 be completed prior to occupation of the development to the satisfaction of the Local Highway 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.

9. Ecology mitigation

Prior to the commencement of development details of the following shall be submitted to and approved in writing by the Local Planning Authority-

Location of four 1FR Schwegler Bat Tubes and four bird nest boxes.

Details of allowing permeability of the site for hedgehogs.

The approved details shall be installed before occupation of the development and retained thereafter.

Development Control Committee B – 25 April 2018

**Application No. 17/06260/F: Land At Junction Of Goolden Street And Bathwell Road Bristol
BS4 3AN**

Reason: To mitigate the loss of any potential ecological habitat.

10. Sample Panels before specified elements started

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

- o Reference panel of brick work to show coursing, pointing and mortar colour

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

11. Submission of samples before specified elements started

Samples of the brick and render shall be submitted to 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.

Pre occupation condition(s)

12. 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.

13. 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.

14. 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.

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15. 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.

16. Sustainability 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 sustainability statement prior to first occupation. A total 22.6% reduction in carbon dioxide emissions beyond Part L 2013 Building Regulations in line with the energy hierarchy shall be achieved, and a 21.2% 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).

17. 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.

18. Renewable energy equipment

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 a minimum of 21% reduction 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.

Development Control Committee B – 25 April 2018

Application No. 17/06260/F: Land At Junction Of Goolden Street And Bathwell Road Bristol BS4 3AN

19. Artificial Lighting (external)

No building or use hereby permitted shall be occupied or use commenced until a report detailing the lighting scheme and predicted light levels at neighbouring residential properties has been submitted to and been approved in writing by the Local Planning Authority.

Artificial lighting to the development must conform to requirements to meet the Obtrusive Light Limitations for Exterior Lighting Installations for Environmental Zone - E2 contained within Table 1 of the Institute of Light Engineers Guidance Notes for the Reduction of Obtrusive Lighting, GN01, dated 2005.

Reason: In order to safeguard the amenities of adjoining residential occupiers.

20. 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.

21. 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.

Post occupation management

22. No Further Windows

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and/or re-enacting that Order) no windows, other than those shown on the approved plans shall at any time be placed in the side elevations of the building/extension hereby permitted without the grant of a separate planning permission from the Local Planning Authority.

Reason: To safeguard the amenities of the adjoining premises from overlooking and loss of privacy.

23. Use of roof

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

Reason: To safeguard the amenities of the adjoining premises.

Development Control Committee B – 25 April 2018

**Application No. 17/06260/F: Land At Junction Of Goolden Street And Bathwell Road Bristol
BS4 3AN**

24. No further extensions

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and/or re-enacting that Order) no extension or enlargement (including additions to roofs) shall be made to the dwellinghouse(s) hereby permitted, or any detached building erected, without the express permission in writing of the council.

Reason: The further extension of this (these) dwelling(s) or erection of detached building requires detailed consideration to safeguard the amenities of the surrounding area.

List of approved plans

25. 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.

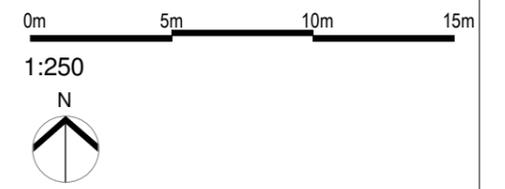
001 Location plan, received 10 November 2017

Reason: For the avoidance of doubt.

Supporting Documents

2. Land at junction of Goolden Street & Bathwell Road

1. Site plan
2. Proposed front elevation
3. Proposed side rear elevations
4. Proposed 3D views
5. Views of the site
6. Streetscene drawing



Drawing Legend

- - - Site Boundary
- - - Land Under Guinness Ownership Boundary
- - - Existing Sewer

SCHEDULE OF ACCOMMODATION (7 UNITS)

- FLAT 1: 1 Bed Flat / 2 people - 49.5 sqm
- FLAT 2: 2 Bed Flat / 3 people - 61.5 sqm
- FLAT 3: 1 Bed Flat / 2 people - 49.5 sqm
- FLAT 4: 2 Bed Flat / 3 people - 61.5 sqm
- FLAT 5: 2 Bed Flat / 3 people - 61.5 sqm
- HOUSE 1: 3 Bed House / 5 people - 96.1 sqm
- HOUSE 2: 3 Bed House / 5 people - 94.0 sqm

Rev	Description	Date
Partner	Drawn	Date
TM	VK	04.10.2017

Project
Bathwell Road

Title
Proposed Site Plan

Drawing Reference
17080

Drawing No	Revision	Status
003		P

Scale
1:250 1 @ A3

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Elevation Under
Planning Application
16/01311/F
Granted



1:50

- LEGEND**
1. Aluminium Rain Water Pipe and Gutter Box. Colour: Grey
 2. Painted Render: Colours: TBC
 3. Powder Coated Aluminium Windows. Colour: Grey
 4. Light Buff Brickwork
 5. Aluminium Painted Canopy Panel. Colours: TBC
 6. Powder Coated Aluminium Door. Colour: Grey
 7. Aluminium Painted Panels For Windows Box Frame: Colours: TBC



1 Proposed Elevation Golden Street
1 : 50



2 Proposed Elevation Bathwell Road
1 : 50

Rev	Description	Date
C	General amendments	21/02/18
B	The general height of the bin and bike store has been decreased The terrace has been removed	19/02/18
A	The general height has been decreased The terrace screen wall height has been increased Bathwell Road materials have been changed to coloured render	24/01/18

Partner	Drawn	Date
TM	VK	04.10.2017

Project
Bathwell Road

Title
Proposed Front Elevations

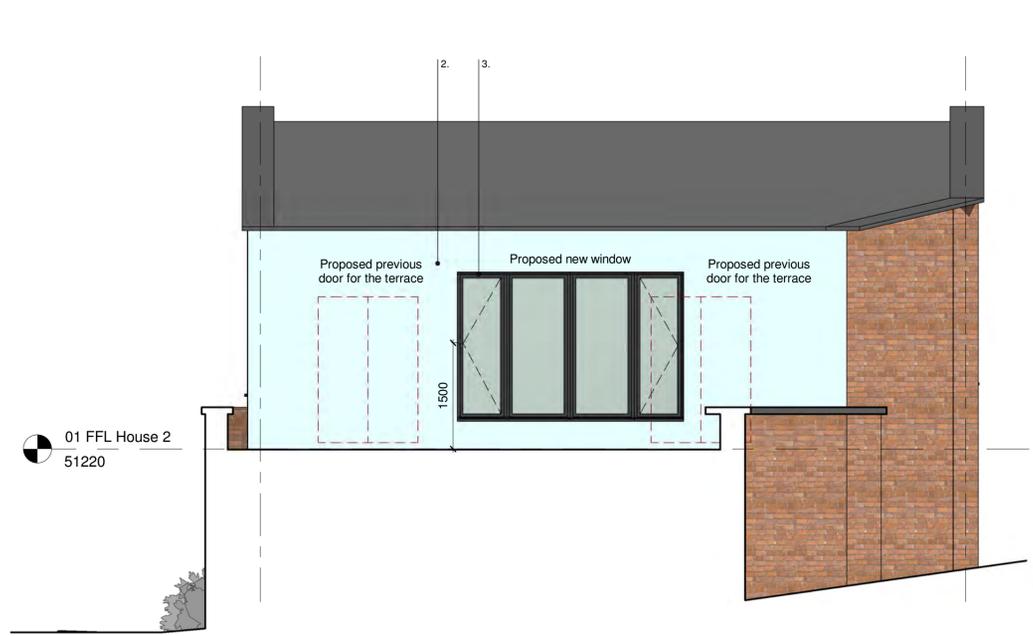
Drawing Reference
17080

Drawing No	Revision	Status
008	C	P

Scale
1 : 50 @ A1 1:100 @ A3

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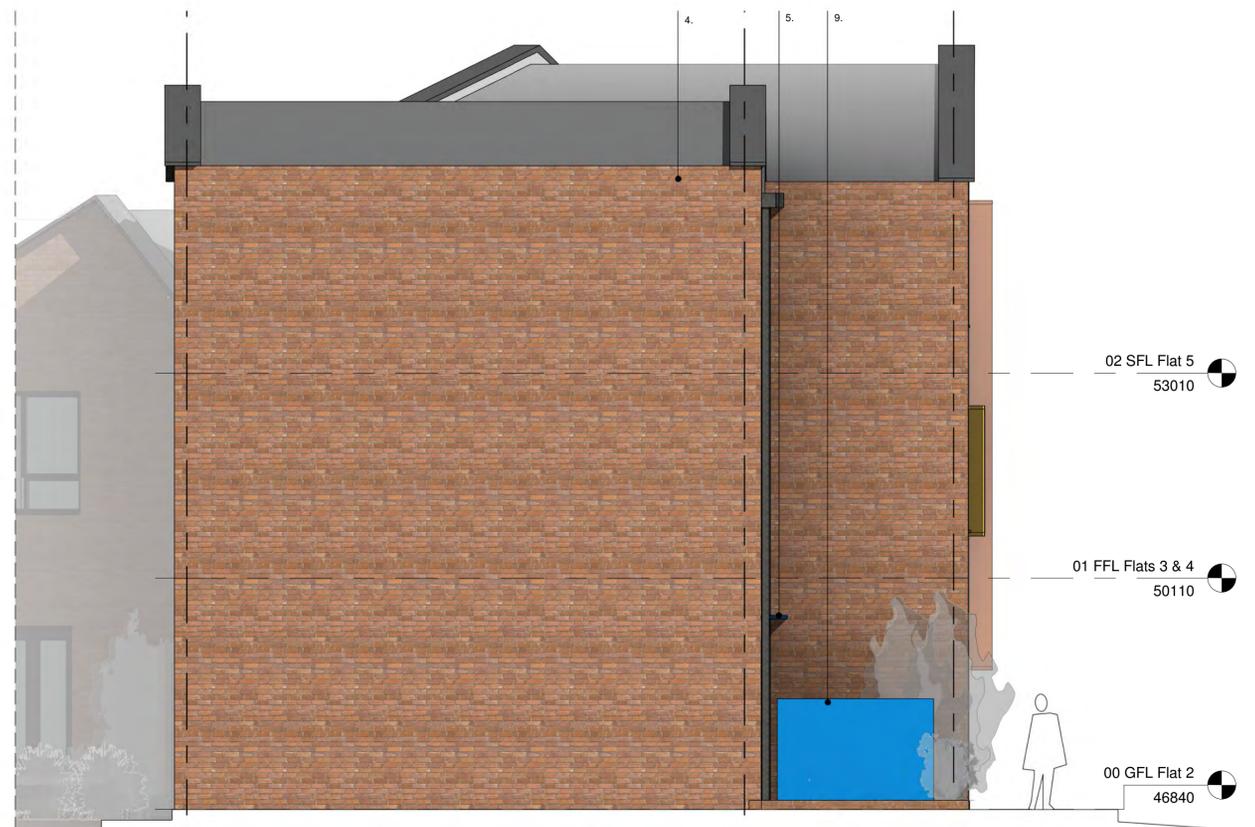
1 Proposed Side Elevation 01
1 : 50



3 Proposed Rear Elevation Bathwell Road
1 : 50

- LEGEND**
1. Aluminium Rain Water Pipe and Gutter Box. Colour: Grey
 2. Painted Render: Colours: TBC
 3. Powder Coated Aluminium Windows. Colour: Grey
 4. Light Buff Brickwork
 5. Aluminium Painted Canopy Panel. Colours: TBC
 6. Powder Coated Aluminium Door. Colour: Grey
 7. Aluminium Painted Panels For Windows Box Frame: Colours: TBC
 8. Powder Coated Aluminium Frameless Balustrade
 9. Bike store

- 01 FFL House 2 51220
- 01 FFL House 1 50730
- 01 FFL Flats 3 & 4 50110
- 00 GFL Bin St. 48620
- 00 GFL House 2 48320
- 00 GFL House 1 47830
- 00 GFL Flat 1 47330



2 Proposed Side Elevation 02
1 : 50



4 Proposed Rear Elevation Golden Street
1 : 50

Rev	Description	Date
B	Second side elevation has been added	11/04/18
A	The terrace was removed	15/02/18
	The doors for the terrace were removed and a new window has been proposed instead	
	The general height of the bin and bike store has been decreased	

Partner	Drawn	Date
TM	VK	04.10.2017

Project
Bathwell Road

Title
Proposed Rear and Side Elevations

Drawing Reference
17080

Drawing No	Revision	Status
009	B	P

Scale
1 : 50 @ A1 1:100 @ A3

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Elevation Under Planning Application
16/01311/F
Granted

Proposed Design for
Land at the junction of Goolden Street and Bathwell Road



Proposed View, Junction between Bathwell Road and Goolden Street

Elevation Under Planning Application
16/01311/F
Granted

Proposed Design for
Land at the junction of Goolden Street and Bathwell Road



Proposed View, Goolden Road

Elevation Under
Planning Application
16/01311/F
Granted

Proposed Design for
Land at the junction of
Goolden Street and Bathwell Road



Proposed View, Bathwell Road

Elevation Under Planning Application
16/01311/F
Granted

Proposed Design for
Land at the junction of
Goolden Street and Bathwell Road



Proposed View, Goolden Road

A Bathwell Road views updated. 05/04/18

Rev	Description	Date
Partner	Drawn	Date
TM	VK	04.10.2017

Project	Bathwell Road	
Title	Proposed 3D Views	

Project
Bathwell Road

Title
Proposed 3D Views

Drawing Reference
17080

Drawing No	Revision	Status
012	A	P

Scale @ A1

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View 01 from Victor Street Bridge



View 02 from Albert Road/Bath Road Bridge



View 03 from Summer Hill



Plan

Key

- Proposed Development
- Building line hiding site from view
- Proposed Planning Application No: 16/01311/F (Granted)

Rev	Description	Date
C	View 01 amended	10.04.18
B	View 02 corrected	03.04.18
A	Name 03 changed from Stanley Hill to Summer Hill	27.03.18

Partner	Drawn	Date
TM	VK	13.03.2018

Project
Bathwell Road

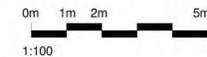
Title
Views of the site

Drawing Reference
17080

Drawing No	Revision	Status
015	C	P

Scale
@ A1

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LEGEND

- 1. Aluminium Rain Water Pipe and Gutter Box. Colour: Grey
- 2. Painted Render: Colours: TBC
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- 4. Light Buff Brickwork
- 5. Aluminium Painted Canopy Panel. Colours: TBC
- 6. Powder Coated Aluminium Door. Colour: Grey
- 7. Aluminium Painted Panels For Windows Box Frame: Colours: TBC



1 Proposed Elevation Goolden Street and Bathwell Road
1 : 100

Rev	Description	Date
Partner TM	Drawn ML	Date 28.02.2018
Project Bathwell Road		
Title Proposed Front Elevations		
Drawing Reference 17080		
Drawing No 014	Revision	Status P
Scale 1 : 100		@ A1

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