

WARD: Lockleaze CONTACT OFFICER: Thomas Wilkinson

SITE ADDRESS: Land At Constable Road/Crome Road Bristol

APPLICATION NO: 18/00704/P Outline Planning

DETERMINATION DEADLINE: 21 May 2018

Outline application for comprehensive redevelopment of comprising up to 81 dwellings (Use Class C3) including affordable homes, vehicular, pedestrian and cycle access, car parking, public open space, landscaping and other associated works. Approval sought for Access. (Major Application).

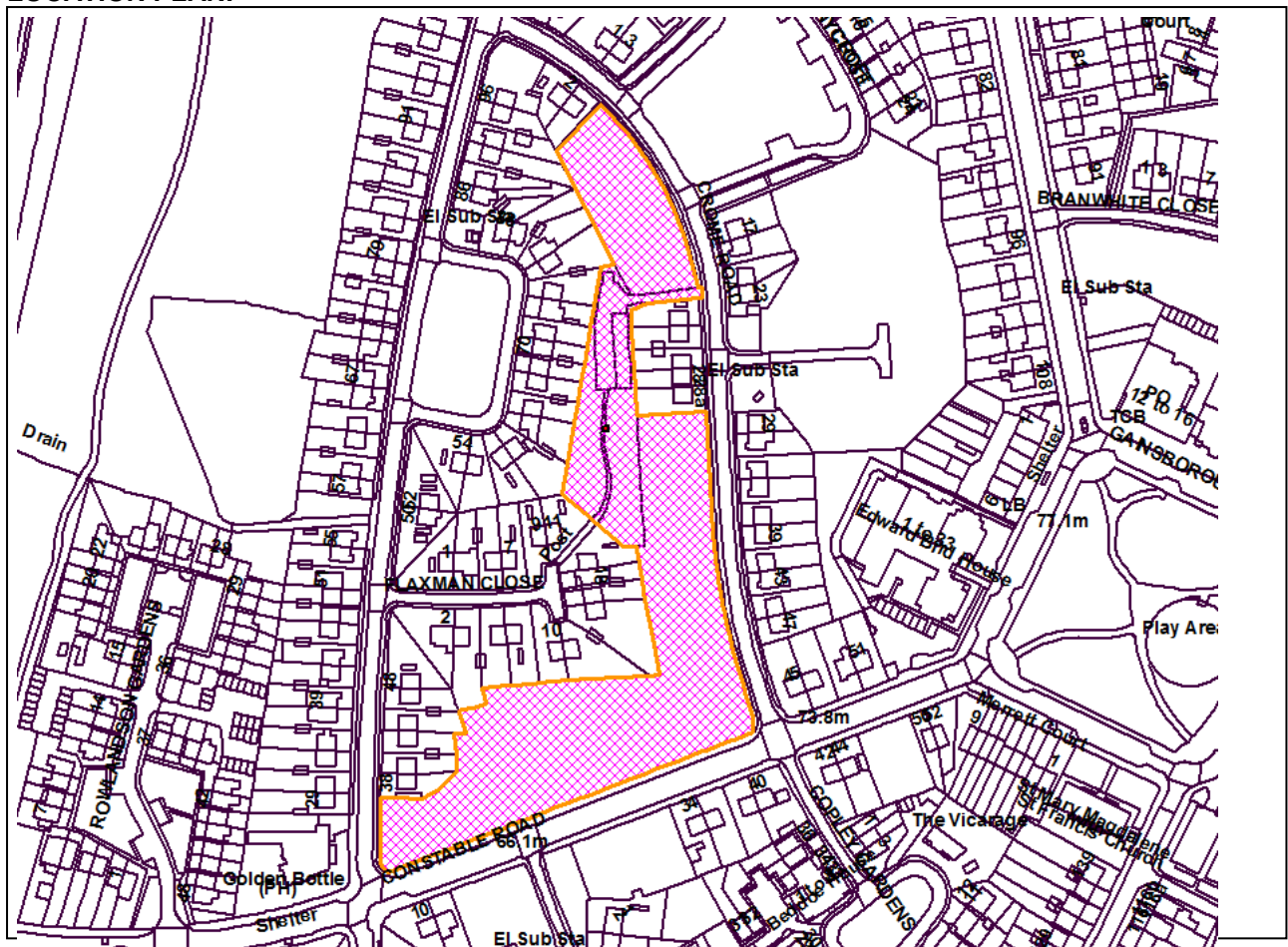
RECOMMENDATION: GRANT subject to Planning Agreement

AGENT: Turley
40 Queen Square
Bristol
BS1 4NT

APPLICANT: Bristol City Council
C/o Agent

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

LOCATION PLAN:



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BACKGROUND AND SUMMARY

This application is for outline planning permission for the construction of up to 81 dwellings at the site (Use Class C3) including affordable homes, vehicular, pedestrian and cycle access, car parking, public open space, landscaping and other associated works.

The site was cleared in 2011-2012 as part of the PRC Redevelopment Project, an initiative that set out to replace defective post war pre-cast concrete housing. The site has remained vacant since then.

The site is to provide a maximum of 81 residential units, and a density of 50.6 dwellings per hectare. The development is to have a mixture of houses and flats. The proportion of houses to flats will fall within a defined range with upper and lower limits for each dwelling type. The proportion of flats will not fall below a minimum of 30%, and the proportion of houses will not fall below a minimum of 50%.

The minimum percentage of affordable units is to be 30%; subsequently of the 30% of the overall housing units delivered on site that will be affordable housing, 77% of these will be for social-rent and 23% will be for (intermediate) shared-ownership.

Approval is only sought for access at this stage.

Appearance, layout, landscaping and scale are reserved for future consideration.

The applications have not been referred to committee by any Councillor, but due to fact the application is a Bristol City Council Housing Scheme where Bristol City Council are the applicant and currently the land owner (an agreement has recently been reached to sell the land to a Registered Provider) it is considered appropriate for this application to come before Committee.

Based on the indicative layout plan provided and the overall site context, the Local Planning Authority is satisfied that this particular land use, quantum of development and associated highway impacts are acceptable and can be accommodated on the site. The access arrangements as shown in the submitted plans are also considered acceptable, subject to a range of highways works and submission of details to improve the accessibility of the site and to ensure their safety which to be secured by suitably worded conditions and either a Section 106 Agreement or suitable alternative legal mechanism. A number of conditions will be attached to ensure the development will have no adverse impact on wildlife/ecology and to ensure it will be acceptable and policy compliant with regards to flood risk, sustainability, arboriculture and land contamination.

In this instance Bristol City Council is the applicant, Bristol City Council is the land owner; and in its capacity as Local Planning Authority Bristol City Council is the determining body for the planning application. Therefore as a result of these complexities involving the land sale and ownership described above, the structure for the disposal of the land to be developed is not yet finalised and cannot be fully finalised before Committee.

Once the land disposal structure has been progressed to a sufficient stage this will enable the LPA to consider properly the preferred mechanism to secure the planning requirements either through Grampian Condition or s106 agreement. However, in order not to delay the progression of this process, the application is instead brought to Committee now for consideration by Members with a resolution to GRANT planning permission delegated to officers subject to the satisfactory resolution as considered by the Local Planning Authority regarding a s106 agreement or suitable alternative legal mechanism to secure the required obligations as set out above and to finalise suitably worded conditions.

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SITE DESCRIPTION

The application site is located in Lockleaze, and extends along the northern side of Constable Road between Landseer Avenue and Crome Road, and along the western side of Crome Road. Until 2012, the site was occupied by post-war council housing (32 dwelling) made from pre-cast reinforced concrete (PRC) however it is currently unoccupied following the demolition of these houses as they were determined to be no longer fit for purpose (five houses have however been retained on site along the frontage to Crome Road as these were considered to be structurally sound and didn't need to be demolished and replaced).

The surrounding area is residential in character, with the predominant style being two storey semi-detached houses. The Lockleaze (Gainsborough Square) Local Centre is located approximately 100 metres to the west, which contains a number of local shops and services.

RELEVANT HISTORY

18/00703/P: Outline application for demolition of existing buildings/structures and comprehensive redevelopment comprising up to 268 dwellings (Use Class C3) including affordable homes, vehicular, pedestrian and cycle access from Romney Avenue and Hogarth Avenue, car parking, public open space, landscaping and other associated works. Approval sought of Access and Layout. (Major Application). **Under Consideration – please note this application is the other item on the agenda for this Committee meeting.**

11/02950/N: Prior notification of proposed demolition. PRIOR APPROVAL NOT REQUIRED - 09.08.2011.

11/02953/N: Prior notification of proposed demolition. PRIOR APPROVAL NOT REQUIRED - 09.08.2011.

11/02955/N: Prior notification of proposed demolition. PRIOR APPROVAL NOT REQUIRED - 09.08.2011.

11/02956/N: Prior notification of proposed demolition. PRIOR APPROVAL NOT REQUIRED - 09.08.2011.

EQUALITIES ASSESSMENT

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

STATEMENT OF COMMUNITY INVOLVEMENT

a) Process

The pre-application consultation that took place in this case involved contact with local amenity groups, ward councillors and residents of the local area and those surrounding. The Applicant has engaged with the community through a range of methods including pre-application meetings, a series of public exhibitions, distribution of consultation awareness raising materials and a dedicated project page on the Bristol City Council website.

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The applicant has provided their summary of the concerns raised as follows:

- The potential impact of extra traffic on area, including condition of roads, bus link, parking.
- It was questioned what "affordable" homes mean;
- It was felt that there had been a lack of consideration regarding schools and GP surgeries;
- Issues surrounding noise from workshop units
- Loss of pedestrian link through the site
- The potential conversion of the buildings into HMOs and impact on the community

b) Outcomes

The applicant has stated that as a result of the community consultation the following were the resultant outcomes:

- Three bungalows are proposed where the workshops were originally proposed (intended to be wheelchair accessible).
- Parking is now predominantly off street with spaces shown to be perpendicular to Constable Road.
- The pedestrian footpath between Flaxman Close and Crome Road has been currently retained and incorporated into the design.
- There has been more space made for the bus stop on Constable Road.

APPLICATION

The application is for outline planning permission for the construction of up to 81 dwellings at the site (Use Class C3) including affordable homes, vehicular, pedestrian and cycle access, car parking, public open space, landscaping and other associated works.

The site was cleared in 2011-2012 as part of the PRC Redevelopment Project, an initiative that set out to replace defective post war pre-cast concrete housing. The site has remained vacant since then.

The site is to provide a maximum of 81 residential units, and a density of 50.6 units per hectare. The development is to have a mixture of houses and flats. The proportion of houses to flats will fall within a defined range with upper and lower limits for each dwelling type. The proportion of flats will not fall below a minimum of 30%, and the proportion of houses will not fall below a minimum of 50%.

The minimum percentage of affordable units is to be 30%; subsequently of the 30% of the overall housing units delivered on site that will be affordable housing, 77% of these will be for social-rent and 23% will be for (intermediate) shared-ownership.

Approval is only sought for access at this stage.

Appearance, layout, landscaping and scale are reserved for future consideration.

RESPONSE TO PUBLICITY AND CONSULTATION

Application advertised via press and site notices, with an expiry date for comments of 21.03.2018. Neighbours were also consulted via individual letters sent on 22.02.2018.

2 objections received, which in summary stated that:-

- The development would impact negatively in amount of available on street parking in the area
- The development would result in highway safety issues
- The access roads are too narrow for emergency vehicles and refuse collection lorries

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- The development would have an unacceptable impact on the local highway network and infrastructure
- The additional cars/traffic generated would have an adverse noise impact on local residents

Case Officer Response: Issues relating to highway safety, parking and traffic are discussed in Key Issue B below.

Local Ward Cllrs Gill Kirk and Estella Tincknell commented as follows:-

'As local councillors we welcome the Mayor's commitment to building more homes in Lockleaze, which will contribute to the regeneration of the area. This site in particular has been empty for a decade since previous council housing stock was demolished and has contributed to an impression of neglect in this central part of the Lockleaze estate. New housing is much needed to provide affordable homes, revitalise the area, and to support local shops and services. The inclusion of 30% affordable housing is welcome, with 19 homes for social rent and 6 shared ownership. However we would like to see the proportion of affordable housing increased and a local lettings policy, if possible, due to the high levels of housing need locally.

We must also stress the urgency of using all measures available to the council to avoid the proliferation of HMOs in the area and to ensure that new homes intended for families will be not be bought up for letting by private landlords. In addition to the largely negative social impact of buy-to-let, nearby developments such as Cheswick Village have demonstrated the adverse impact of HMOs, which are creating a larger population than the development is designed for, and are having a serious impact on parking.

We are therefore pleased to see that the council has undertaken effective local consultation on the outline plans and some adjustments have been made in response to feedback received, particularly about parking. This will be an issue of concern, and parking spaces must be designed into the development to minimise impact on existing residents on Crome Rd and Constable Rd and to ensure access for emergency vehicles. Funding agreements should be negotiated with the developers as a contingency to dealing with this and provide for any necessary TROs.

We welcome the external funding that will be invested in wider infrastructure improvements to support housing delivery in Lockleaze. We recognise there is a need to make improvements to key road junctions and to support sustainable transport links, improving walking and cycling routes and encouraging use of public transport. We note that the road surfaces in the area need to be upgraded to avoid deterioration from increased traffic and noise impact on local residents. With some planned local S106 investment in bus stop enhancements, we urge the council to undertake early discussions with bus service providers to improve bus routes and frequency in the area of Constable Rd, particularly the 72 service which will need increased capacity and a full weekend and evening service to cater for the growing population. As the travel plan recommends, all steps to minimise car reliance and avoid negative impact on traffic congestion in the area should be facilitated as part of the development process.'

OTHER COMMENTS**BCC Air Quality** has commented as follows:-

'I can confirm that the air quality assessment demonstrates that there is no need for further detailed assessment of air quality impacts from the proposed development. The operational impact has been described as not significant.

During construction and demolition phases, impacts from the generation of dust will need to be considered with mitigation being specified as part of a CEMP. Whilst current plans are not proposing any form of on-site centralised combustion plant, if this should be proposed in the future the impacts

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of emissions on air pollution would need to be considered at that stage.'

BCC Arboricultural Team has commented as follows:-

'I have reviewed the arboricultural impact assessment and arboricultural method statement produced by Bosky Trees 2nd March 2017.

I have no objections to the proposed tree removals or the proposed tree protection measures.

Can a condition be made for the tree protection in accordance with the supplied method statement, wording below to add to standard condition:

Protection of Retained Trees during the Construction Period

No work of any kind shall take place on the site until the protective fence(s) been erected in strict accordance with the specification in the Arboricultural method statement and Tree Protection Plan TPP-01 produced by Bosky Trees 2nd March 2017.

The report acknowledges that 11 replacement trees are required by BTRS and states that the landscape scheme proposes 30 new street trees within the development and that 70 smaller trees could be planted into private back gardens.

This re-planting needs to be conditioned but there is not currently a landscape planting plan to reference. Can this be addressed as a reserved matter i.e. that a planting scheme needs to be submitted and approved that includes a minimum of 11 trees or should this information also be provided upfront'

BCC Contaminated Land Environmental Protection has commented as follows:-

'The planning application to develop new homes on this site has been reviewed in relation to land contamination. The following report submitted with the application has been reviewed.

T & P Regeneration. 13/12/2017. Desk study and ground investigation report. Crome Road. 2017Dec_CHR1995_DS&GI Report

Overall the findings indicate the site is generally suitable for the proposed end use, the only potential concern that needs further investigation is the area of TP09 and TP10, hydrocarbon odours were noted here and further delineation is recommended, particularly as the samples at TP10 were considered deviant due to the time elapsed. Given this is the only potential issue we recommend this is investigated as soon as possible to minimise the requirement for pre-commencement conditions.

If not available we recommend a bespoke condition - if the findings of the further works identify risks to human health the "Reporting of Unexpected Contamination" condition will be used to deal with this.'

BCC Nature Conservation Officer has commented as follows:-

The Council's Nature Conservation Officer provided extensive comments in respect of the proposals and suggested a number of conditions which form the basis of Key Issue E below. Full Nature Conservation comments can be found on the Council's website.

BCC Pollution Control has commented as follows:-

'I do not envisage the number of additional units proposed would cause any harm in this instance with regards to noise and disturbance, given the local site context and density of development. To ensure no harm will be caused to surrounding properties during the construction period (with regards to

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noise, vibration, dust and site lighting) a site specific Construction Management Plan should be secured via condition.'

BCC Sustainable Cities Team has commented as follows:-

'I can confirm that I am happy with the revised Energy and Sustainability Statement and the proposed measures set out within. However, I request that a number of conditions are attached to this approval to ensure further detail is submitted to the LPA prior to construction, to ensure the proposal is acceptable from a sustainability perspective. Subject to these conditions, the application is considered acceptable.'

BCC Flood Risk Manager has commented as follows:-

'No objections following the submission of further detail. A condition is however recommended to ensure that a Sustainable Drainage Strategy and associated detailed design management and maintenance plan of surface water for the site using SUDS methods is submitted to the LPA prior to the development commencing, at design stage.'

BCC Transport Development Management has commented as follows:-

Transport Development Management (TDM) provided extensive comments in respect of the proposals which form the basis of Key Issue B below. Full TDM comments can be found on the Council's website.

BCC Urban Design has commented as follows:-

'The DAS provides a robust analysis of the site and proposes a development response which is broadly supported. The indicative layout appears to have responded to most of the comments made at pre-application stage, although it is noted this matter is reserved. While the layout therefore remains to be fully determined at Reserved Matters stage I would raise concern with regard to the proposed bungalow units to the rear of retained units. There is a lack of amenity and outlook for these units and appears cramped in the layout. If development is required in this area, it is recommended that a single bungalow unit, with larger garden area would be more appropriate. Similarly there are still concerns with regard to the overlooking and configuration of units in relation to the footway that runs through the site.'

RELEVANT POLICIES

Planning Obligations - Supplementary Planning Document - Adopted 27 Sept 2012
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) PRINCIPLE OF DEVELOPMENT

Legislation allows for the consideration of outline applications, to establish certain development principles on sites, and in this case the applicant has applied for approval of access, as well as the nature of the development referred to in the description of development. Notwithstanding this, in

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assessing the application the Local Planning Authority has to be satisfied that this particular land use and quantum of development can be accommodated on the site, and conditions can be applied to any outline permission to ensure that this is the case. Furthermore, any future Reserved Matters application would be subject to further consultation of local residents and stakeholders.

Residential Use

The application site is not allocated for any specific use within the Site Allocations and Development Management Policies (2014) and was previously occupied by housing (now largely demolished). Core Strategy Policy BCS5 promotes the construction of new homes on previously developed sites across the city. The principle of residential development is subsequently considered acceptable in this respect.

Mixed and Balanced Communities

The site is located within the Lockleaze North Lower Super Output Area (LSOA) within the Lockleaze Ward. An up-to-date picture of the proportion of different residential accommodation types in the LSOA can be obtained by assessing the 2011 Census data. The Lockleaze North LSOA has a proportion of flats to houses at 22% flats and 78% houses.

The above census data would lead to the conclusion that in this instance, there is an imbalance between flats and houses within the local area and that there is more of a need for flats and smaller residential accommodation than family sized houses. However, it is acknowledged that there is a city wide need for family housing and there will be no loss of existing residential units at the site, with the proposal overall contributing towards a significant net increase in housing stock in the local area. Given the outline nature of the proposal, layout and scale are currently reserved and thus specific housing sizes and layouts are not provided at this stage. However, it is evident that the development will comprise of up to 81 dwellings. Based on the indicative layout plan provided and the overall site context, the Local Planning Authority is satisfied that this particular land use and quantum of development can be accommodated on the site, and conditions can be applied to any outline permission to ensure that this is the case and the consideration of housing type and size will be made at Reserved Matters stage.

It is recognised that some concerns have been raised regarding the potential conversion of properties to Houses in Multiple Occupation (HMOs) and the potential impact on the community and local services. It is noted that planning control would apply to the conversion of properties to large HMOs, however the change of use from C3 dwellinghouses to C4 (small houses in multiple occupation i.e. can accommodate 3-6 unrelated persons) is permitted development and as such does not require the submission of a formal application.

Density

The proposed development would provide a maximum of 81 residential units and a density of 50.6 dwellings per hectare (albeit the final figure will not be known until Reserved Matters stage). The surrounding existing housing is at density of approximately 28-30 dwellings per hectre. The scheme would therefore be delivering an appropriate uplift in housing density in this locality whilst respecting the wider context and bearing in mind the level changes across the site which will impact on the scale of development achievable on the site for amenity reasons (see Key Issue D).

Affordable Housing

As set out above, the proposed development incorporates residential accommodation under Use Class C3 of the Use Classes Order, meaning that it is required to address the Council's Affordable Housing Policies. It comprises up to 81 dwellings and therefore it is required to comply with Core Strategy Policy BCS17, which requires the provision of up to 30% affordable dwellings.

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The scheme subject of this application proposes a minimum of 30% affordable units on site. Of the overall housing units delivered on site that will be affordable housing, 77% of these will be for social-rent and 23% will be for (intermediate) shared-ownership.

The policy compliant provision of affordable housing as part of this scheme is welcomed and will be secured via a s106 agreement or a suitable alternative legal mechanism.

Conclusion

The principle of residential development and the proposed quantum is subsequently considered acceptable in principle land use terms and will deliver an appropriate density of housing subject to all other issues being satisfactorily resolved as discussed in the key issues below.

Overall, the application will deliver a significant number of new homes at the site, including a significant number of affordable homes in an area of the city in need of new housing. The Mayor of Bristol has set out the commitment of building 2,000 new homes – 800 affordable – a year by 2020 which reflects the key principles of national and local planning policy. This commitment is also an objective of the Corporate Strategy 2017-2020. In this regard, it is considered that the development is both complex and strategically important as it is a major housing scheme that will significantly contribute to delivering the important identified local and citywide housing objectives of the Council

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

Policy BCS10 in Bristol Core Strategy (2011) advocates that new development should be designed and located to ensure the provision of safe streets and states that proposals should create places and streets where traffic and other activities are integrated and where buildings, spaces and the needs of people shape the area. Policy DM23 in the Site Allocations and Development Management Policies (2014) states that development will be expected to provide an appropriate level of safe, secure, accessible and usable parking provision having regard to the parking standards, the parking management regime and the level of accessibility by walking, cycling and public transport.

Traffic Impact

It is recognised that the site is currently vacant however was previously utilised for residential use (32 units were demolished in 2014/15). The submitted Transport Assessment has indicated that these previous units should be recognised as an extant baseline consideration and therefore can form part of the trip generation calculations. The Council's Transport Development Management (TDM) team have confirmed this is an acceptable approach.

In relation to the traffic survey, this was undertaken in November 2017 utilising the Linsig Model which is an industry standard, therefore its use is considered to be acceptable. From the details provided by the model it appears that the B34469 Muller Road/Shaldon Road Signal Junction is currently operating over capacity in both the AM and PM peaks whilst the mean queue lengths appear to be excessive. The applicant has checked and validated this model and accepts that this is a true representation of the existing traffic conditions as do TDM.

In relation to traffic growth the applicant has utilised the year of submission (2018) and five years post application (2023) for the growth years. This is considered to be acceptable by TDM. The base data has then been grown utilising the Temprow model, which is also considered to be an industry standard and therefore acceptable. From the information provided the applicant has looked at three scenarios: do nothing, do nothing with development and do nothing with sensitivity test (including other committed/potential developments in the vicinity of the site).

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From the 'Do Nothing' approach the 2023 scenario shows that both junctions are still over capacity and the model has shown that the queue lengths will increase. In relation to the 2023 'With Development' looking at the details in table 8.3 for the Muller Road/Shaldon Road/Station Lane Junction this shows that the proposed development would see an increase in the Degree of Saturation (DoS) through the junction arms. However, when this is compared to the 'Do Nothing' model the increase does not appear to be significant. Similarly in terms of the mean queue length the AM peak appears to show an increase but this is the rough equivalent of 2-3 extra vehicles at the back of the queue. In relation to the PM again the DoS has increased but again the increase is not substantial when compared to the 'Do Nothing'. Again it is accepted that the queue lengths will increase with the proposal. Turning to the Filton Avenue/Bridge Walk/Toronto Road Signal Junction, like the previous junction this will remain over capacity but again the increase is small when compared to the 'Do Nothing' scenario. Again the mean queue lengths will also increase but not significantly.

Finally in terms of the 'Sensitivity Test' this has been undertaken to take into account not only the proposed development and its impact on the network but also the proposed flows associated with the current Romney House development also under consideration at this time (reference: 18/00703/P - which is for the development of up to 269 residential units). From the information both junctions would be over capacity but this is no different to the previous two scenarios. There are some changes in the queue length, for example the applicant identifies that the queue length will increase on the Bridge Walk arm but will reduce on the northern Filton Avenue arm.

Therefore based on the details shown in the model the applicant has argued that the modelling has shown that the existing junctions are already working over capacity in the peak periods. The growth model shows that this issue will be maintained in the 2023 'Do Nothing' approach. Whilst the 'Do Nothing With Development' scenario model shows an increase in movements and queue lengths. However the applicant has stated that as the proposal would result in an insignificant increase in the queue lengths then the proposal does not have a severe impact on the highway network.

Having reviewed the detail provided Bristol City Council Transport Development Management Team would usually have a cause of concern, however the existing and growth models demonstrate that the junctions are already operating over capacity. Therefore this proposal is likely to result in an extra 2 or 3 cars at the back of the existing queue. Consequently it is considered that it would be difficult to argue that the junction capacity issues are solely as a result of this development, but rather are an existing situation due to overall growth. Therefore in traffic impact terms the proposal is considered to be acceptable as confirmed by TDM.

Layout

As noted above, the application is for outline permission, with only access for consideration, and details regarding the layout are indicative only. However it is considered prudent that some comments are made at this stage on what has been submitted so it can inform the detailed design of any future reserved matters submission.

The proposal indicates that the scheme will be serviced by four access points, which is considered to be acceptable in principle. Although the final layout and design will need to sufficiently demonstrate that suitable visibility can be provided at all points of access and this would need to be in line with Manual for Streets design guidance and in line with the vehicle speed of the road. Therefore splays of 2.4m x 25m in either direction would be required, alongside a 2.0m wide footway along the frontage of the site both Crome and Constable Road; this will be secured via a suitably worded condition.

In terms of the most northern access this appears to be serving three bungalows and provides rear garden access to residential units onto Landseer Avenue. At present this point of access does not form part of the adopted highway. It is unlikely that the Council would look to adopt this section of highway but the applicant will need to make sure that there is a minimum road width of 4.8m to allow two vehicles to pass. This will need to be demonstrated on the layout and landscaping plans required

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at Reserved Matters stage. In regards to the final design of the junction TDM have advised that they are willing to enter further discussions prior to any detailed design submission as to what would be appropriate i.e. standard 'T' junction or a vehicle crossover; this will be secured via a suitably worded condition.

In relation to the second access proposed from Crome Road, the indicative masterplan has it serving 6 units as well as providing the main pedestrian & cycle link through the site. It is envisaged that this would likely be a shared surface. Consequently this would need to provide a minimum width of 7.5m and a transition from the junction to the shared surface arrangement will be required. The layout would also need to be adequately tracked to show that it is able to serve a refuse vehicle. It is noted that the Design and Access Statement and the Transport Assessment have provided indicative drawings but these are not of a sufficient scale to allow the Council to assess whether they are acceptable. In regards to the pedestrian and cycle link forward visibility would need to be maintained through the bend to create a safe route for users. This will need to be fully demonstrated on the layout and landscaping plans required at Reserved Matters stage.

The final point of access from Crome Road appears to provide access to a parking area. The Council therefore would likely not wish to adopt this section of highway but the applicant would need to make sure that all vehicles spaces in this location are workable. If there are any communal bin stores in this location then a refuse vehicle should be able to enter the site and turn and leave in a forward gear. This will need to be fully demonstrated on the layout and landscaping plans required at Reserved Matters stage.

With regards to the vehicle access from Constable Road, again this would need to provide a minimum width of 5.5m to allow for two-way vehicle flow. The turning head appears to be constrained especially with the proposed on-street parking. The Council would require a full scaled tracking diagram for both medium sized cars and refuse vehicles to show that they are able to turn and leave in a forward gear. In terms of the point of access it should be noted that the required visibility splays should not be impeded by vehicles parking in front of their properties or the proposed bus stop. Finally the applicant should note that the on-carriageway parking would need to be secured via a traffic regulation order (TRO) and should not be located in areas where the reduced carriageway width and stops two-way vehicle flow. This will be secured via a s106 agreement and suitably worded conditions, or a suitable alternative legal mechanism.

Parking

As this is an outline application the exact level of parking will be dealt with at the reserved matters stage. However it is noted that the proposed level of parking will be in line with Bristol City Council's Parking Strategy. The Transport Assessment has provided table 6.1 which provides details on what they envisage to be the maximum level of parking. This is considered to be in line with Bristol City Council maximum standards, but when taking into account the sites access to alternative 'sustainable' transport modes the need for a maximum level of parking is questioned. This will be considered further at Reserved Matters stage.

Sustainable Transport

The application submission has provided details of the distances to local services and facilities and it is apparent that there is good range of services in walking distance of the site. Most of the walking routes will be via the existing footways, which are 2.0m to 3.0m in width. With regards to cycle access the site is located within cycle distance from the Concorde Way cycle route. This provides access to the city centre and the wider area and is a mixture of on-road and off-road sections. The Council's Transport Development Management Team confirmed this is acceptable as the nature of the local highway network (predominately residential) is acceptable to take the increase in cycle movements.

With regards to public transport the submitted Transport Assessment has provided details of the

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existing public transport network. From the information provided it is apparent that there is a stop adjacent to the site's south west boundary. This currently comprises of a post and flag. For the westbound bus stop this is located on Constable Road approximately 125m south of the site. This consists of a shelter with post and flag. These are served by the 72 service which has a frequency of every half an hour and provides links to UWE and Temple Meads. The applicant has proposed that the existing stops will be upgraded as part of this proposal. This is considered acceptable, with the financial contribution for the upgrade of the bus stop (£40,350) secured via a S106 Agreement or a suitable alternative legal mechanism.

It is noted that part of the works would see the eastbound stop relocated which would require a Traffic Regulation Order (TRO) to remove the existing markings and provide them in their new location. This will be secured via a s106 agreement and suitably worded conditions, or a suitable alternative legal mechanism. In addition to the above there are additional stops in Gainsborough Square that also provides access to a high frequency service (No. 24) and it is apparent that these stops have recently been upgraded.

Therefore in terms of public transport the Council's Transport Development Management Team are satisfied that occupiers of the proposed development would have access to a frequent bus service and will be able to travel to and from their homes in a sustainable manner subject to the obligations set out to be secured via a s106 agreement or a suitable alternative legal mechanism.

Travel Plan

The applicant has provided a Travel Plan as part of their application submission, which has been assessed by the Council's Travel Plan Co-ordinator and is considered to be acceptable. Following discussions with the applicant it has been agreed that Bristol City Council (Sustainable Transport) would undertake the implementation of the Travel Plan on the applicant's behalf for an Implementation Fee of £10,935. This will be secured via a s106 agreement or a suitable alternative legal mechanism.

Conclusion

The Council's Transport Development Management Team has reviewed the submission and considered the overall benefits and dis-benefits of this proposal. On balance it is recommended that there is no highway reason why permission could not be granted subject to the required planning obligations and suitably worded conditions being secured.

(C) WOULD THE PROPOSAL HAVE A HARMFUL IMPACT ON THE CHARACTER AND APPEARANCE OF THE AREA?

Policy BCS21 of the Core Strategy (2011) promotes high quality design, requiring development to contribute positively to an area's character, promote accessibility and permeability, promote legibility, clearly define public and private space, deliver a safe, healthy and attractive environment and public realm, deliver public art, safeguard the amenity of existing development and future occupiers, promote diversity through the delivery of mixed developments and create buildings and spaces that are adaptable to change. The adopted development management policies reinforce this requirement, with reference to Local Character and Distinctiveness (DM26), Layout and Form (DM27), Public Realm (DM28) and the Design of New Buildings (DM29).

As noted above, the application is for outline permission, with only access for consideration, and details submitted regarding the layout and scale of development are indicative only. Notwithstanding the above, the indicative layout plan shows that the development will repair the form of the residential block by fronting onto the street and backing onto existing residential gardens as per the previous housing at the site. This would be in keeping with the general character of the area.

Whilst the current illustrative plans and layout remains to be fully determined at Reserved Matters

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stage along with the appearance and landscaping proposals there are some concerns regarding the proposed bungalow units as shown. There appears to be a lack of amenity and outlook for these units and the overall form appears cramped in the layout due to the siting as shown. If development is required in this area, it is considered that a single bungalow unit, with larger garden area would be more appropriate. However, again it is noted that the layout is a reserved matter, and this issue can be addressed at the later Reserved Matters stage.

(D) IMPACT ON AMENITY OF SURROUNDING AND FUTURE OCCUPANTS

Policy BCS21 in the Bristol Core Strategy (Adopted 2011) advocates that new development should deliver high quality urban design and safeguard the amenity of existing development. Policy DM29 in the Site Allocations and Development Management Policies (2014) states that proposals for new buildings will be expected to ensure that existing and proposed development achieves appropriate levels of privacy, outlook and daylight. This policy, as well as DM27, further states that new buildings will be expected to ensure that existing and proposed development achieves appropriate levels of privacy, outlook and daylight. Policy BCS23 in the Bristol Core Strategy and Policy DM35 in the Site Allocations and Development Management Policy also state that new development should also not lead to any detrimental increase in noise levels.

The adopted Bristol Core Strategy Policy BCS18 makes specific reference to residential developments providing sufficient space for everyday activities and space which should be flexible and adaptable, by meeting appropriate space standards. The Core Strategy states that building to suitable space standards will ensure new homes provide sufficient space for everyday activities. Under the 2015 Housing Standards Review a new nationally described space standard was introduced and in March 2015 a written ministerial statement to parliament confirmed that from 1 October 2015 existing Local Plan policies relating to internal space should be interpreted by reference to the nearest equivalent new national technical standard.

Noise

With regards to noise and disturbance the Council's Pollution Control Team confirmed that they do not envisage the number of additional units proposed would cause any harm in this instance, given the local site context and density of development as well as the likely residential nature of any noise generated from the scheme.

To ensure no harm will be caused to surrounding properties during the construction period (with regards to noise, vibration, dust and site lighting) a site specific Construction Environmental Management Plan is secured via condition. With regards to the impact of the proposal with regards to air quality, this is assessed separately under Key Issue I.

Overbearing, Overshadowing, Privacy and Outlook

In addition to these issues, the application also has to demonstrate that the proposed quantum of development can be accommodated on the site to a reasonable standard of amenity, and without having a material impact on the amenities of the existing residents. Whilst this will only be properly assessed at the reserved matter stage, the indicative plans do suggest what the relationship is likely to be like with existing residents.

As a result, some concerns are raised at this stage with regards to the significant level changes across the site given the sloping topography and resultant close proximity between residential units as shown on the indicative layout plan. It is considered that harmful amenity issues could potentially arise; particularly overlooking and the creation of an overbearing sense of enclosure between the main frontage houses and the rear cul-de-sacs.

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Future Residents

Also, any reserved matters application will need to ensure that the overall scale, design/appearance and layout of the scheme will need to be carefully considered to ensure an acceptable standard of amenity for future residents including appropriate outlook, privacy, space standards and refuse and recycling storage provision.

(E) NATURE CONSERVATION

Policy DM19 in the Site within the Site Allocations and Development Management Policies (2014) states that development which would be likely to have any impact upon habitat, species or features, which contribute to nature conservation in Bristol will be expected to:

- i. Be informed by an appropriate survey and assessment of impacts; and
- ii. Be designed and sited, in so far as practicably and viably possible, to avoid any harm to identified habitats, species and features of importance; and
- iii. Take opportunities to connect any identified on-site habitats, species or features to nearby corridors in the Wildlife Network.

The existing site currently consists of approximately 0.9 ha of Open Mosaic Habitat (OMH). The retention and provision of an area of Open Mosaic Habitat (OMH) on Previously Developed Land is a material planning consideration which is required under the Natural Environment and Rural Communities Act (2006). It is accepted that the majority of this would be lost in order to facilitate development. The Council's Nature Conservation Officer has commented that whilst the loss of OMH could be supported in order to be acceptable any development at the site must retain 200m² (0.02ha) on site. Whilst the final landscaping, appearance and layout remains to be fully determined at Reserved Matters stage it is considered that based on the current indicative plans 200m² of OMH could be accommodated on site. This could be provided on a living roof or split over several living roofs (this could include communal buildings, flats, garages, cycle shelters and bin stores) where it will be easier to protect and require less ongoing management rather than on the ground. A suitably worded condition for the retention of an area of OMH on site on suitably designed living roofs (which should not employ Sedum) or if this is not feasible on the ground will therefore be attached.

A significant number of slow worms have been found on site following an ecology survey. The sensitive consideration of this protected species is of paramount importance and this has been fully assessed by the Council's Nature Conservation Officer who has confirmed that the proposed translocation of these slow worms to a receptor site is acceptable in this instance. A suitable site in Council control has been identified as the receptor site and a Reptile Method Statement (RMS) submitted regarding the translocation of the reptiles has been submitted to support this application.

The Council's Nature Conservation Officer confirmed that both the receptor site and method statement (following revision) are acceptable. In addition to the above, to ensure the future habitat management and maintenance of the receptor site a financial contribution of £1500 is to be secured via s.106 Agreement or an alternative suitable legal mechanism to increase the carrying capacity of the receptor site.

The Council's Nature Conservation Officer has also commented that there is a record of great crested newts in a garden pond within the vicinity of the development site on Landseer Avenue, in addition records of slow-worms and common toad (a priority species). A possible fox den was also recorded on site during the Preliminary Ecological Appraisal dated July 2017. In the interests of the protection of these species accordingly the submission of a Precautionary Method of Working (PMW) with respect to vegetation and site clearance will be secured via suitably conditions. A condition is also attached requiring that no more than a week prior to the commencement of development a check for active fox earths shall be undertaken on site by a qualified ecological consultant and the detail submitted to the Local Planning Authority. If an active fox earth is found then an appropriate mitigation

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strategy will also be required.

In the interests of ecology, suitably worded conditions will be attached to ensure that Cotoneaster is controlled and removed from the site under a method statement, and to ensure built-in bird and bat boxes are provided as part of the development.

Following the above, and subject to the imposition of relevant conditions, the application is considered to be acceptable on ecology grounds.

(F) ARBORICULTURAL ISSUES

Policy BCS9 in the Bristol Core Strategy (2011) states that individual green assets should be retained wherever possible and that development should incorporate new or enhanced green infrastructure of an appropriate type, standard and size. Policy DM17 in the Site Allocations and Development Management Policies (2014) states that where tree loss of damage is essential to allow for appropriate development, replacement trees of an appropriate species should be provided in accordance with the tree compensation standard.

It is evident that some existing trees on site will need to be removed to facilitate the development; however there are few significant individual trees and no high value trees. At this stage an arboricultural impact assessment and arboricultural method statement has been provided. Following consultation, the Council's Arboricultural Officer confirmed that they raise no objections to the proposed tree removals or the proposed tree protection measures in principle subject to at least 11 replacement trees being planted on site required as mitigation in accordance with the Bristol Tree Replacement Standard. No detailed planning plan has however been submitted at this stage and it is considered that this could be addressed at reserved matters stage when detail of the layout and landscaping is submitted for assessment. The provision of the trees will be secured via a suitably worded condition.

(G) SUSTAINABILITY

The National Planning Policy Framework (2012) sets out that the purpose of the planning system is to contribute to the achievement of sustainable development. Current local planning policy within Policies BCS13, BCS14, BCS15 of the adopted Core Strategy require new development to be designed to mitigate and adapt to climate change and meet targets to reduce carbon dioxide emissions. This should be achieved, amongst other measures, through efficient building design, the provision of on-site renewable energy generation to reduce carbon dioxide emissions by at least 20% based on the projected residual energy demand of new buildings. The approach proposed should also be supported by the provision of a sustainability statement and an energy strategy.

Following advice received from the Council's Sustainable Cities Team the applicant has provided a revised Energy and Sustainability Statement. This document sets out a number of proposed measures which will be incorporated into the development to ensure the Council's sustainability policies are met. The statement notes that the proposed new dwellings will be designed and constructed in accordance with the energy hierarchy. It is recognised however that as this application is at outline stage the exact energy requirements of the development are yet to be confirmed through detailed design and energy modelling. At this stage therefore all elements of the energy strategy are preliminary, pending further design work prior to any reserved matters submissions.

In this regard, whilst the Council's Sustainable Cities Team confirmed that they are happy with the revised Energy and Sustainability Statement and the proposed measures set out within, they have requested a number of suitably worded conditions to be attached to this approval to ensure further detail is submitted to the LPA prior to construction, to ensure the proposal is acceptable from a sustainability perspective. Subject to these conditions, the application is considered acceptable.

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(H) FLOOD RISK

Bristol Core Strategy (2011) Policy BCS16 states that all development will also be expected to incorporate water management measures to reduce surface water run-off and ensure that it does not increase flood risks elsewhere. This should include the use of sustainable drainage systems (SUDS).

Following advice received from the Council's Flood Risk Team the applicant has provided a revised Flood Risk Assessment and Drainage Strategy. The Council's Flood Risk Team confirmed that the flood risk posed to the development site is deemed as low from all sources. It is also considered that the measures set out in the report are sufficient to confirm that at this stage the application is acceptable from flood risk and drainage perspective. A suitably worded condition will however be attached to ensure that a Sustainable Drainage Strategy and associated detailed design management and maintenance plan of surface water for the site using SUDS methods is submitted to the LPA prior to the development commencing, at design stage. Subject to this condition, the application is considered acceptable.

(I) AIR QUALITY

Policy BCS23 in the Core Strategy (2011) states that development should be sited and designed in a way as to avoid adversely impacting upon the amenity of the surrounding area by reason of fumes, dust, noise, vibration, smell, light and other forms of pollution. In locating and designing development, account should also be taken of the impact of existing sources of noise or other pollution on the new development and the impact of the new development on the viability of existing uses by reason of its sensitivity to noise or other pollution. Policy DM14 in the Site Allocations and Development Management Policies (2014) also states that developments that will have an unacceptable impact on health and wellbeing will not be permitted.

Policy DM33 in the Site Allocations and Development Management Policies (2014) further states that development that has the potential for significant emissions to the detriment of air quality, particularly in designated Air Quality Management Areas, should include an appropriate scheme of mitigation which may take the form of on-site measures or, where appropriate, a financial contribution to off-site measures. Development in designated Air Quality Management Areas should take account of existing air pollution and include measures to mitigate its impact on future occupiers where possible and consistent with other policies of the development plan such as those on climate change and urban design.

Following the submission of an Air Quality Assessment, the Council's Air Quality Team confirmed that the air quality assessment demonstrates that there is no need for further detailed assessment of air quality impacts from the proposed development. The operational impact has been described as not significant. The application is therefore considered acceptable on this basis.

(J) LAND CONTAMINATION

The findings of the submitted desk study and ground investigation report indicate the site is generally suitable for the proposed end use, the only potential concern that needs further investigation is the area of TP09 and TP10, hydrocarbon odours were noted here and further delineation is recommended, particularly as the samples at TP10 were considered deviant due to the time elapsed. A condition will be attached requiring further site assessment to be carried out to assess the nature and extent of the site contamination in the areas around TP09 and TP10.

(K) PLANNING OBLIGATIONS

Policy BCS11 of the Core Strategy (2011) requires that planning obligations should be secured through the planning process in order to offset the impact of the proposed development on the local infrastructure. The City Council's approach to planning obligations is set out in the Planning

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Obligations Supplementary Planning Document (Adopted 2012).

This development will be subject to Community Infrastructure Levy, but given the application is in outline, and the final floorspace cannot be calculated until the reserved matters stage, the overall contribution cannot be calculated at this stage. However there are identified site specific obligations required by this development and which cannot be funded by CIL and these are set about below

Affordable Housing

See Key Issue A above.

- Provision of 30% Affordable dwellings on site as a proportion of the overall dwellings to be delivered with a tenure split of 77% social-rent and 23% intermediate (shared-ownership).

Highway Works

See Key Issue B above.

- Bus Stop Upgrade Works to the westbound and eastbound bus stops on Constable Road (sum of £40,350) (to be secured by Section 106 Agreement or suitable alternative legal mechanism, please refer below)
- Travel plan (sum of £10,935) (to be secured by Section 106 Agreement or suitable legal alternative mechanism, please refer below);
- 2.no Traffic Regulation Orders (sum of £10,790) (to be secured by Section 106 Agreement or suitable alternative legal mechanism, please refer below);

Reptile Site Management

See Key Issue E above.

- (Sum of £1500) to ensure the future habitat management and maintenance of the slow worm receptor site (to be secured by Section 106 Agreement or suitable alternative legal mechanism, please refer below);

Local Employment Initiatives

Policy BCS11 of the adopted Bristol Core Strategy sets out that development and infrastructure provision will be coordinated to ensure that growth in the city is supported by the provision of infrastructure, services and facilities needed to maintain and improve quality of life and respond to the needs of the local economy. The Council's Planning Obligations Supplementary Planning Document (SPD) also advocates the need to provide obligations towards business support initiatives. Given the significant construction involved as a result of the application a commitment from the developer/occupier to enter into an agreement with the City Council to produce and implement a strategy that aims to maximise the opportunities for local residents to access employment offered by the development is triggered. This requirement will be secured via a suitably worded condition.

Public Art

The proposal would result in a major development and as such triggers a contribution towards Public Art. In this instance it is considered that suitable proportionate public art provision with regard to the site can be secured through the detailed landscaping and public realm scheme secured at Reserved Matters stage.

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CONCLUSION

The application is for outline permission with only the access for consideration at this stage. As a result, it is noted that a lot of the supporting information, including the layout plans, are indicative only at this stage. Whilst layout and scale are currently reserved it is evident that the development will compromise of up to 81 dwellings.

Based on the indicative layout plan provided and the overall site context, the Local Planning Authority is satisfied that this particular land use, quantum of development and associated highway impacts are acceptable and can be accommodated on the site

The access arrangements as shown in the submitted plans are also considered acceptable, subject to a range of highways works and submission of details to improve the accessibility of the site and to ensure their safety which will be secured by suitably worded conditions and a Section 106 Agreement or suitable alternative legal mechanism.

The site will also deliver a policy compliant requirement for affordable housing on the site which is welcomed and will be secured via a s106 agreement or a suitable alternative legal mechanism

A number of conditions will be attached to ensure the development will have no adverse impact on wildlife/ecology and to ensure it will be acceptable and policy compliant with regards to flood risk, sustainability, arboriculture and land contamination.

COMMUNITY INFRASTRUCTURE LEVY

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

This is an outline application. The CIL regulations require that CIL liabilities are calculated when reserved matters applications are submitted as until the reserved matters stage it is not necessarily clear as to the exact level of CIL liable floor space.

PROCEDURAL MATTERS

In this instance Bristol City Council is the applicant, Bristol City Council is also the land owner; and in its capacity as Local Planning Authority, Bristol City Council is the determining body for the planning application.

There are several options for securing the planning requirements of the LPA in accordance with planning policy.

The options include:

Negatively worded conditions (i.e. Grampian conditions) attached to permission; by S106 agreement; by S106 Unilateral Undertaking; or by a combination of the above, (but not by duplication of the same requirement by planning condition and obligation).

Once the land disposal structure has been progressed to a sufficient stage this will enable the LPA to consider properly the preferred mechanism to secure the planning requirements either through Grampian Condition or s106 agreement.

However as a result of the complexities of the land sale and ownership described above, the structure for the disposal of the land to be developed is not yet sufficiently finalised and cannot be fully finalised before Committee. However, in order not to delay the progression of this process, the application is instead brought to Committee now for consideration by Members with a resolution to GRANT planning permission delegated to officers, subject to the satisfactory resolution as considered by the Local

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Planning Authority by way of a s106 agreement or by Grampian Condition to secure the required obligations as set out above and to finalise suitably worded conditions.

RECOMMENDED Resolution to GRANT planning permission subject to delegation to officers to:

(1) Secure the following planning requirements either under S106 of the Town and Country Planning Act 1990 (as amended) and subject to the completion of this within a period of six months from the date of this Committee meeting and at the applicant's expense, and entered into by the applicant, Bristol City Council and any other interested parties or by Grampian Condition at the decision of the Local Planning Authority.

- **(i) The provision of 30% affordable housing units on site as a proportion of the overall units delivered and of a tenure split of 77% for social-rent and 23% for (intermediate) shared-ownership.**
- **(ii) Payment of the sum of £40,350 for Bus Stop Upgrade Works to the westbound and eastbound bus stops on Constable Road (index linked to the date of Committee);**
- **(iii) Payment of the sum of £1,500 to ensure the future habitat management and maintenance of the slow worm receptor site (index linked to the date of Committee);**
- **(iv) Payment of the sum of £ 10,935 for the implementation and monitoring of a Travel Plan (index linked to the date of Committee);**
- **(v) Payment of the sum of £10,790 for the alteration and provision of 2.no Traffic Regulation Orders, (index linked to the date of Committee);**

(2) To finalise suitability worded conditions to cover including the following:

- **The requirements and timescale for the submission of a reserved matters application;**
- **Ecological matters including site clearance; slow worm and other reptiles, fox earth and other protected and priority species methodology; habitat retention and creation; provision of bird and bat boxes; removal of invasive species;**
- **Arboricultural Matters including tree protection; mitigatory replacement tree planting;**
- **Sustainability Matters including provision and delivery of a sustainability statement; energy statement; SUDs scheme;**
- **Land Contamination Works including any necessary remediation methodology and implementation**
- **Highways Matters including construction management; details and delivery of required highways works;**
- **Pollution Control matters including environmental construction management**

(3) That the Head of Legal Services be authorised to conclude the Planning Agreement or alternative suitable legal mechanism to cover matters in recommendation (1)

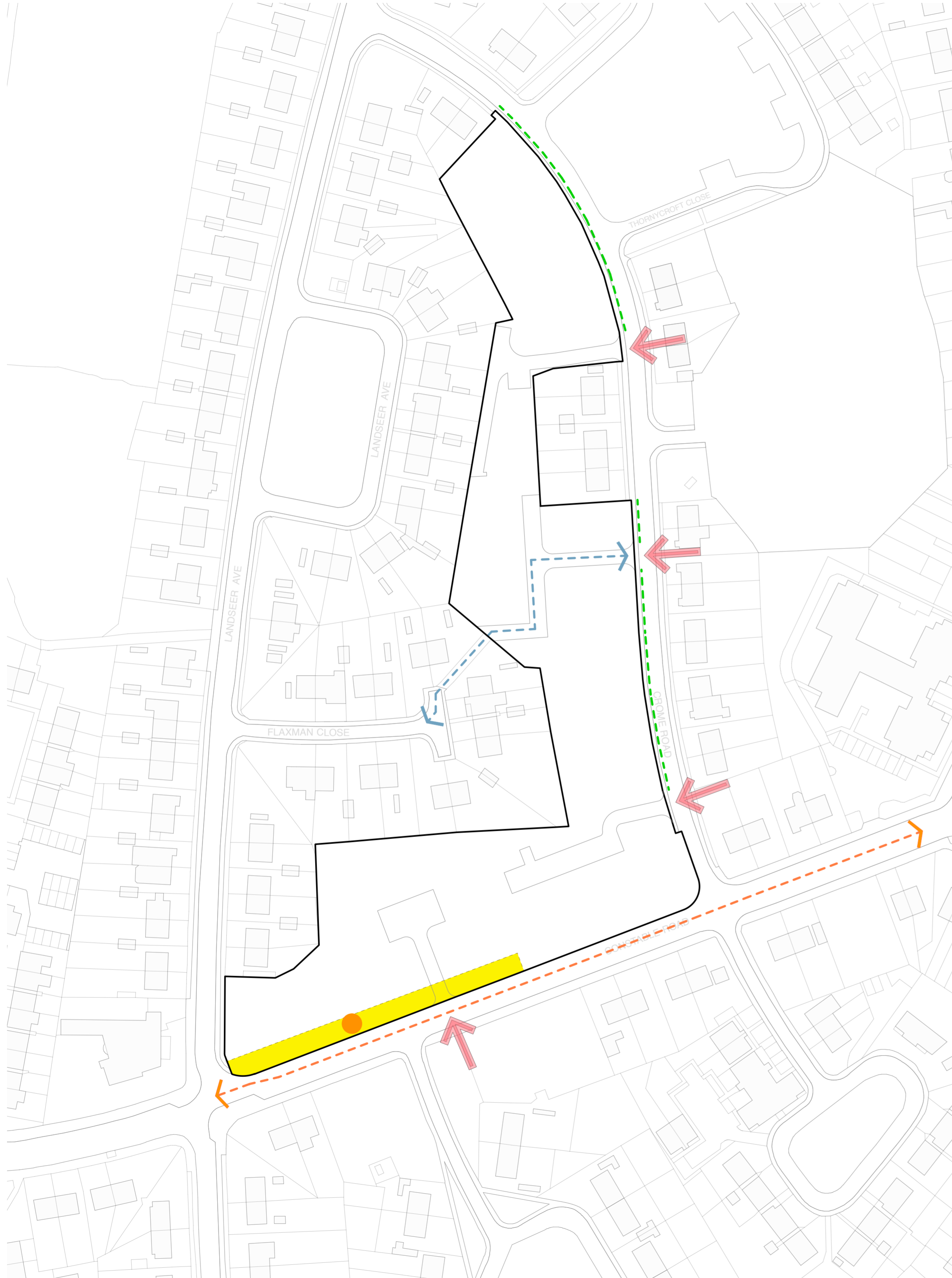
Note: failing either of the deadlines referred to in (1) being met the application be referred back to Committee for consideration of any extension of time.

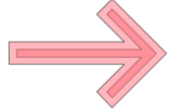





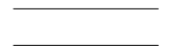
(4) That on completion of the Section 106 Agreement (if selected) or suitable alternative legal mechanism, planning permission is granted subject to the finalised conditions referred to in recommendation (2).

Supporting Documents

2. Land at Constable Road/Crome Road

1. Parameter plan 1 access
2. Parameter plan 2 land use



- Key:**
-  All modes access
 -  Pedestrian access retained
 -  Existing bus stop
 -  Zone available for new bus stop
 -  Existing bus route
 -  Driveway access as required
 -  Road layouts are indicative only

For Approval:

- The number of access points required will depend on the layout developed during the detailed design stage. This outline application needs to allow a future developer an appropriate degree of layout flexibility, whilst ensuring access is provided only where appropriate.
- On this basis, permission is sought for all modes site access in up to four locations: one location only on Constable Road, and up to three locations on Crome Road. The possible locations are to be as shown on the adjacent plan, with flexibility of +/-15m. These access points are required to allow for development of the deeper areas of the site. Driveway access for off-street parking is to be provided on Crome Road as required.
- The development must not have a detrimental effect on the existing bus route. The existing bus stop, directly bordering the site on Constable Road, must be retained, or replaced with an alternative bus stop in a suitable location. If replaced, the bus stop is to be located within the area highlighted on the adjacent plan. Compatibility with any new site access would need to be demonstrated during the detailed design stage.
- Pedestrian access across the site, between Flaxman Close and Crome Road is to be retained. The location may deviate from the existing route, subject to full planning approval.



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Revision
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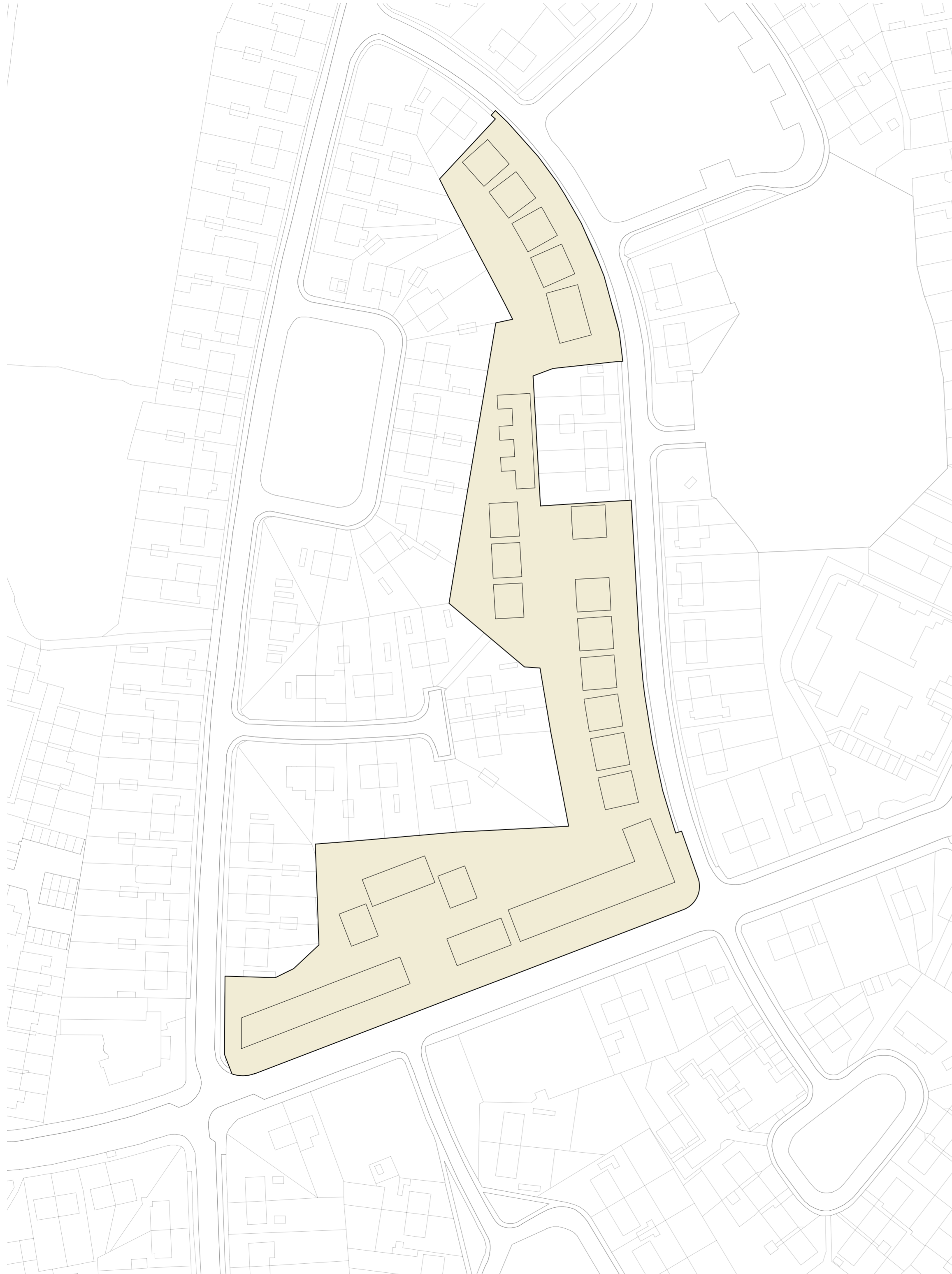
Project
 BCC Constable Road Crome Road Site

Title
Parameter Plan 1: Access


Date	Scale
21 02 2018	1:1000 @ A2

Drawing number
208.2 PL03

Status	Revision
INFORMATION	/



Key:

 Residential development parcels

Location and footprint of buildings is indicative only.

For Approval:

- The primary site use is to be residential.
- The site is to provide a maximum of 81 residential units, and a minimum density of 50 units per hectare in accordance with Bristol City Council planning policy.
- The development is to have a mixture of houses and flats. The proportion of houses to flats will fall within a defined range with upper and lower limits for each dwelling type. The proportion of flats will not fall below a minimum of 30%, and the proportion of houses will not fall below a minimum of 50%.
- The minimum percentage of affordable units is to be 30% in accordance with Bristol City Council planning policy.

Examples of Possible Dwelling Mix within these Upper and Lower Limits for Each Dwelling Type:

Total No. of Units	81	
	Houses	Flats
Possible Dwelling Mix	60%	40%
Alternative Possible Dwelling Mix (higher proportion of houses, proportion of flats must not fall below a minimum of 30%)	70%	30%
Alternative Possible Dwelling Mix (higher proportion of flats, proportion of houses must not fall below a minimum of 50%)	50%	50%



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Notes

Project
BCC Constable Road Crome Road Site

Title
**Parameter Plan 2:
Land Use**

Date
21 02 2018

Scale
1:1000 @ A2

Drawing number
208.2 PL04

Status
INFORMATION

Revision
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