

WARD: Southville **CONTACT OFFICER:** Emmeline Reynish
SITE ADDRESS: 2 Smyth Road Bristol BS3 2BX

APPLICATION NO: 18/05731/F Full Planning

DETERMINATION DEADLINE: 24 April 2019

Demolition of retail unit and construction of 9. No apartments (4. no 1 beds and 5. no 2 beds) with associated bike and bin storage.

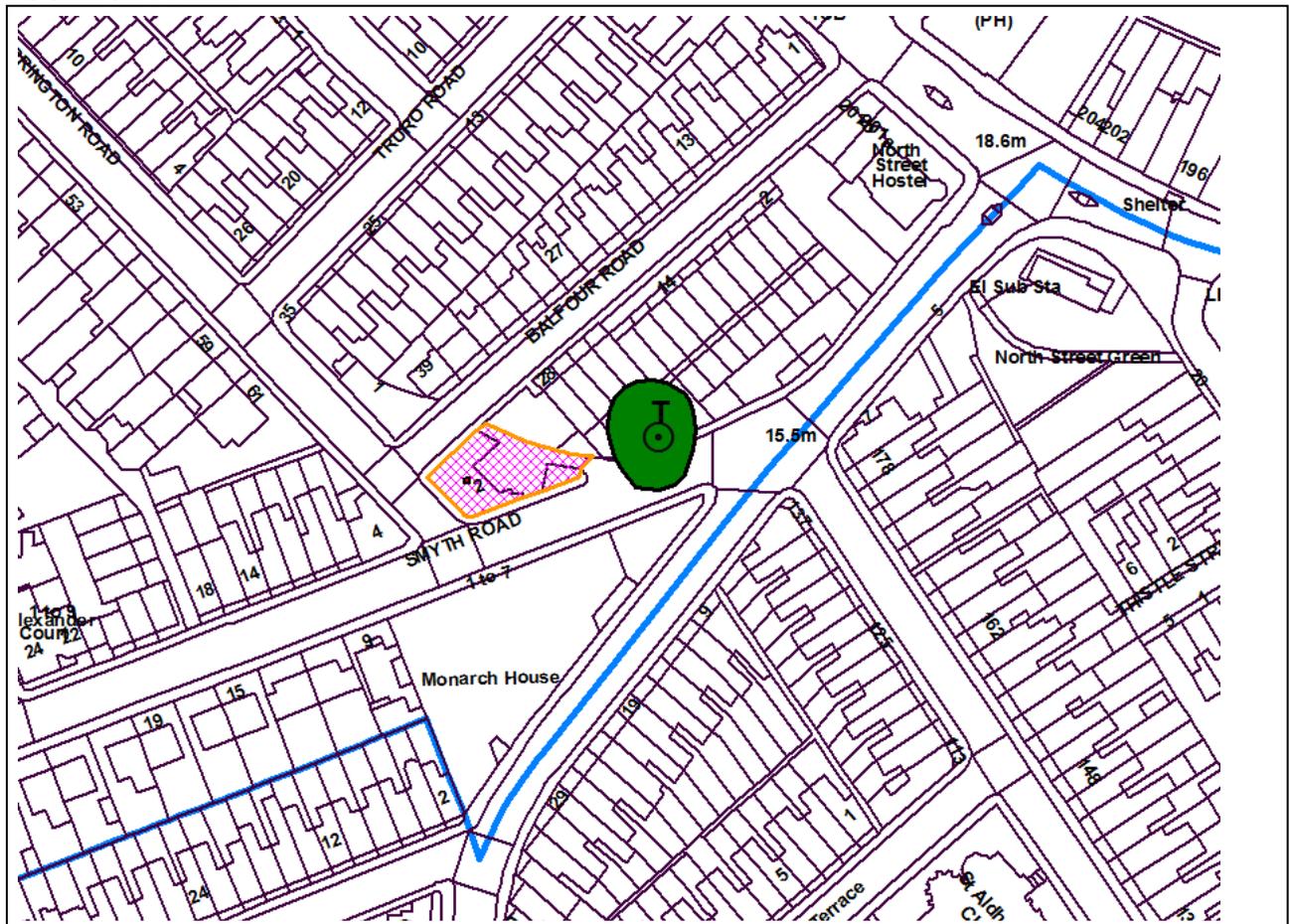
RECOMMENDATION: Grant subject to Condition(s)

AGENT: Crown Developments Ltd
5 Victoria Grove
Bedminster
Bedminster
Bristol
BS3 4AN

APPLICANT: Crown Developments
2 Smyth Road
Bristol
BS3 2B

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

LOCATION PLAN:



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SUMMARY

This application relates to an existing building known as 2 Smyth Road situated in in Bedminster, south Bristol in the ward of Southville.

The site currently comprises a two storey building with a service yard to the rear. The site was previously in retail use and now lies vacant. The application seeks full planning permission for the demolition of the existing building and the erection of nine apartments within a single block. The apartments would be arranged across three floors and would comprise four, one bedroom flats and five, two bedroom flats.

The application has been referred to Development Control Committee due to the number of public comments which have been received in relation to the scheme. During the initial consultation period 40 comments were received, 38 of which were made in objection to the proposed development. Comments were primarily made in relation to concerns over parking and access, the design and appearance of the proposed building and residential amenity. In light of this, consultation has been carried out with the Bristol City Council City Design Group and Bristol City Council Transport Development Management.

Consultation with the abovementioned consultees has resulted in the submission of revised plans by the applicant which change elements of the design and have provided further information with regards to transport and access. After the submission of revised plans Transport Development Management and the City Design Group are satisfied to recommend approval of the application.

Neighbours were re-consulted on the revised plans and 23 comments were received all of which were made in objection to the proposed development. Comments were primarily made in relation to concerns over parking provision and the design and appearance of the proposed building.

The application would contribute nine dwellings to Bristol City Council's housing targets. The proposed dwellings would be situated in an established residential area, in a highly sustainable location and therefore it is considered that the principle of residential development can be supported at this site. The proposed building would be three storeys in height, with a flat roof and would represent a modern design in terms of its form and use of materials, designed to reflect recently constructed residential development adjacent to the site. It is considered that the design, scale and massing of the development is appropriate within the context of the surrounding area and that the siting of the development serves to mitigate any significant adverse impact on neighbouring residential amenity.

The proposed development would be 'car free' and no off-street vehicular parking has been proposed. Cycle parking has been incorporated into the proposed scheme as well as measures to ensure that any future residents would receive membership to a local 'Car Club' and would be encouraged to use sustainable forms of transport. Measures have also been included on revised plans to ensure that the development would not compromise highway safety. Following Transport Development Management's recommendation to approve the application, Officers are satisfied that the proposed transport and access arrangements would be acceptable.

The application for full planning permission is recommended for approval subject to the conditions outlined within this Report.

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SITE DESCRIPTION

This application relates to a site known as 2 Smyth Road situated in Bedminster, south Bristol in the ward of Southville.

The site is situated on a corner plot at the junction of Smyth Road, Carrington Road and Balfour Road. The site has a slightly sloping topography, and is currently occupied by a two storey, largely 'L' shape building with an area of hardstanding to the rear, formerly used as a service yard, which can be accessed from Smyth Road. The building is currently vacant with its former use being a plumbers' merchants.

The area surrounding the site is formed of a mix of uses. To the west of the site is largely residential development, comprising traditional terrace housing. At the north of the site is recently constructed housing development on the site of the former Luckwell Club and the Bristol South District Scout building (application references: 11/03097/F and 15/01453/F). This modern development extends up Balfour Road to its junction with North Street, a designated district centre within the Local Development Plan.

RELEVANT PLANNING HISTORY

There is no recent or relevant planning history associated with this site.

APPLICATION

This application seeks full planning permission for the demolition of the existing retail unit and the erection of a new apartment building comprising nine flats.

The main entrance to the flats would be off Smyth Road. The proposed flats would be arranged across three storeys and would comprise, five, two bedroom flats and four, one bedroom flats. With the exception of one proposed flat at ground floor level all of the proposed dwellings would have a balcony/terrace providing amenity space.

Cycle parking and a refuse area have been provided at ground floor level, the cycle storage area has a separate access off Smyth Road whilst the refuse area would be accessed from Balfour Road.

In terms of appearance, the proposed building would be constructed with modern material finishes including grey brickwork and raised standing seam metal cladding. The building would have a flat roof which would step down towards the northern part of the site, meaning the north of the building would appear as a two and half storey building. The development proposes to include a brown 'living' roof and a solar PV array.

PUBLICITY AND COMMENTS

Neighbour consultation on this application was initially launched on the 22 November 2018. A total of 40 public comments were received, one comment in support of the proposed development, one neither in support nor objection and 38 in objection.

The following planning concerns were raised:

- Issues related to noise and disturbance during construction;
- Proposed development exacerbating issues in relation to parking;
- Detrimental impacts to highway safety;
- Issues related to increased traffic;
- Loss of light to neighbouring dwellings;
- Loss of privacy to neighbouring dwellings;

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- Overshadowing to neighbouring dwellings;
- Insufficient cycle parking;
- Insufficient bin storage;
- Design not in keeping with local area;
- The development is too tall;
- Housing of this density is not needed in local area;
- Overdevelopment of the site;
- Massing proposed unsuitable for the site;
- Oppressive elevation to Balfour Road;
- Out of keeping with the street scene;
- No affordable housing;
- Unclear planning drawings submitted;
- Balconies out of keeping with the local area; and
- Concerns related to the flat roof design proposed.

Ward Members

In response to the original consultation, one comment was received by a Ward Member. This comment was made in objection to the proposed development. Their comments are as below:

Councillor Charlie Bolton:-

“I submit my objection to this application.

I agree with many of the comments made already re the design and scale of the application. I would suggest it is just a bit too large for the area, and it just seems a bit ugly to me.

I note comments made about parking. While I understand these, and it is undoubtedly true that there is significant pressure on parking here - this is largely due to its proximity to the Southville zone.

This begs me to ask the question - and, being aware of campaigns for some sort of parking zone - could planning permission be conditional on not giving parking permits to any residents of the flats for a future parking zone.”

This comment is addressed further in Key Issue E.

In response to the above comments, and those submitted by technical consultees (see below) the Applicant submitted revised plans which altered the design of the proposed development and introduced further transport related measures. These will be discussed further in the Key Issues section of this report.

In light of the revised plans submitted, neighbours were re-consulted on 15 February 2019 for a period of 14 days. In response to the revised plans, 23 comments were received all of which were in objection to the proposed development. The following planning concerns were raised:

- Issues related to safety and availability of on-street parking;
- Concerns related to the height of the proposed development;
- The design of the proposed development is not in keeping with the surrounding area;
- Insufficient cycle storage;
- Insufficient bin storage; and
- Loss of light to neighbouring properties.

These comments will be addressed in the Key Issues section of this report.

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INTERNAL CONSULTEES

City Design Group: - No Objection

City Design Group (CDG) has been consulted on this application.

CDG raised concerns in relation to plans as originally submitted regarding the massing of the proposed development particularly at the Balfour Road elevation. These comments were addressed through the submission of revised plans from the applicant.

In response to revised plans, the CDG made no objection to the planning application.

This comment is addressed further in Key Issue B.

Transport Development Management: - No Objection

Transport Development Management (TDM) has been consulted on this application and provided both verbal comments and formal written representations.

In response to original plans submitted as part of this application, TDM objected to the proposed development on the grounds that the proposed car free nature of the development may cause issues in relation to parking and highway safety.

In response to this, revised plans were received by the applicant which introduced further transport and access measures including off-site highway improvements, car club membership for future occupiers and put in place a Travel Plan for the proposed development to further encourage the use of sustainable forms of transport.

In light of the revised plans received, TDM withdrew their objection to the proposed development and recommended approval of the application subject to conditions.

This comment is addressed further in Key Issue E.

Economic Development: - No Objection

Bristol City Council's Economic Development department has been consulted on this application in relation to the loss of the existing retail unit.

They commented that given the site's location they had no concerns with regards to the change of use from retail to residential.

The Officer made no objection to the planning application.

Land Contamination: - No Objection

The Public Protection Team (Land Contamination) has been consulted on this application and has provided a written response.

They raised no concerns in relation to the proposed development subject to conditions being added to any grant of consent requiring the applicant to undertake further site investigation. The Officer made no objection to the planning application.

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EXTERNAL CONSULTEES

The Coal Authority:- No Objection

The site is located in a high risk coal mining area and as such the Coal Authority has been consulted. They raised no objection to planning application.

RELEVANT POLICIES

National Planning Policy Framework – February 2019

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

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

KEY ISSUES

A. IS THE PRINCIPLE OF THE PROPOSED DEVELOPMENT ACCEPTABLE?

Policy BCS1 of the Bristol Core Strategy (June 2011) identifies South Bristol as a priority focus area for development and regeneration, and this includes the provision of around 8,000 new homes.

Policy BCS5 of the Bristol Core Strategy sets a target for the delivery of 30,600 new homes within Bristol between 2006 and 2026.

Policy BCS7 states that retail development, offices, leisure and entertainment uses, arts, culture and tourism uses will be primarily located within or, where appropriate, adjoining the centres in the identified network and hierarchy serving Bristol. It further sets out that Local shopping and service provision in smaller frontages or single shops away from the identified centres should be retained where it remains viable and provides an important service to the local community

The proposed development in this case would result in the demolition of an existing retail unit and the erection of 9 no. residential flats. As such the loss of the retail premises has been assessed by Officers.

The existing development is situated outside of a designated centre and has been vacant for over a year after the previous occupiers, a Plumber's merchants re-located to an alternative site.

In order to assess the loss of the retail unit Bristol City Council's Economic Development department has been consulted. They noted that historically the site was in residential use and as such the change of use back to residential would be restoring the site to its former use. They also commented on the fact that that the area surrounding the site is predominantly residential and that the site is not situated in a significant employment location. As such no objection was raised to the loss of retail space within this area.

It should also be noted that the site is situated within walking distance of North Street, a designated centre within the Local Development Plan, according to the retail hierarchy these centres should be prioritised for retail uses. This is considered to be a more suitable location for retail uses within the local area, as such Officers are satisfied that the loss of the retail unit would not deprive the local community of an important service.

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The development would contribute 9 no. units to the Bristol City Council housing targets set out by policies BCS1 and BCS5.

The proposed development would be situated in an established residential area and as such the principle of residential development in this location is considered to be acceptable.

As noted above, the site is situated within walking distance (less than 400 metres) to North Street district centre and in close proximity to public transport links providing easy access to the city centre. It is therefore considered to be in a highly sustainable location where higher density residential development would be appropriate.

In summary, it is considered that the site is suitable for residential development in principle. It would accord with policies BCS1, BCS5 and BCS7 of the Bristol Local Plan.

B. IS THE DESIGN OF THE PROPOSED DEVELOPMENT ACCEPTABLE?

Policy BCS21 states that new development in Bristol should represent high quality design.

Policy DM27 of the Site Allocation and Development Management Policies (SADMP) sets out that ‘the height, scale and massing of development should be appropriate to the immediate context, site constraints, character of adjoining streets and spaces, the setting, public function and/or importance of the proposed development and the location within the townscape.’

Policy DM29 states that ‘new buildings should be designed to a high standard of quality’ and should incorporate high quality detail of an appropriate scale and proportion, which contributes positively to the overall design approach of the building. DM29 also refers to materials stating that they should be of high quality, sustainable and should contribute positively to the character of the area.’

The proposed development in this case comprises nine flats located within one, three storey apartment building.

The site can be considered as a transitional site between more traditional terraced dwellings along Smyth Road and Carrington Road, and the recently developed modern housing developments on Balfour Road/Luckwell Road (11/03097/F and 15/01453/F). In consideration of this context, the modern design and form of the development is considered to be suitable in this case.

In terms of scale and massing, the proposed building would be one storey higher than the existing building on site. This is considered to be acceptable by Officers, including the City Design Group (CDG) given that the building has been sensitively designed to respond to the topography of the land and adjacent development. The highest part of the roof of the proposed development would run flush with the highest point of the adjacent development along Balfour Road and would sit lower than the ridge height of the new townhouses further along the street. The roofline would also sit lower than roof ridge height of Monarch House situated directly opposite the site. Officers are therefore satisfied that the proposed increase in height would not be out of context with the area. The staggered roof line proposed (as well as the change in materials) at the Smyth Road and Balfour Road elevations softens the appearance of the building and reduces the sense of massing and height at key interfaces with neighbouring development.

The proposed balconies are supported from a design perspective (amenity is addressed in Key Issues C and D). They would be inset into the building and are considered to be a positive design feature which would serve to create an active frontage particularly at ground floor level and provide future residents with some private amenity space.

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Materials proposed include grey brickwork, raised seam metal cladding, slimline metal windows and a brown living roof. CDG raised no objection to the use of materials, considering them to be suitable within the context of the neighbouring modern development. A condition would be added to any grant of consent to request that the Applicant submits material samples for the approval of the local planning authority prior to construction in order to ensure their suitability.

Following consultation with the Council's CDG, no objection has been raised in relation to the design of the proposed development. Overall, the proposed development is considered to respect Bristol City Council policies BCS21, DM27 and DM29.

C. WOULD THE PROPOSED DEVELOPMENT HARM THE RESIDENTIAL AMENITY OF NEIGHBOURING OCCUPIERS?

Policy BCS21 in the Bristol Core Strategy 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 requires that existing development achieves acceptable levels of privacy, outlook and daylight.

Overall it is considered that the proposed dwellings have been designed in a way which minimises the impact on neighbouring occupiers by exploiting the existing topography of the land and incorporating features such as screening to achieve a balanced level of amenity for both neighbouring occupiers and future occupiers in this urban setting. Each issue relating to neighbouring amenity will now be addressed in turn.

Overlooking

The proposed dwellings have been designed so that the majority of fenestration is confined to the principal elevations to the south, south west and west elevations of the building. Any windows facing north towards the neighbouring Balfour Road development serve non-habitable rooms (bathrooms or stairwells) which serves to minimise overlooking potential. A condition would be attached to any grant of consent requiring these windows to be non-opening and obscure glazed in order to mitigate any risk to neighbouring amenity.

Balconies/terrace spaces have been proposed on all flats with the exception of apartment 0.3 at ground floor level. It is acknowledged that this could increase overlooking potential however this has been mitigated as far as possible by the balconies being recessed into the building. Additionally, privacy screening would be included on all balconies to further increase privacy and prevent overlooking.

By way of confirmation, no access to the roof has been proposed as part of the development.

The amenity of neighbouring occupiers must be finely balanced against creating a high level of amenity for neighbouring occupiers, in weighing this balance Officers have found the impact on neighbours in terms of overlooking to be acceptable.

Overbearing

In terms of overbearing Officers are satisfied that the proposed development would be acceptable in this regard. By including the cycle and bin storage at ground floor, the northern elevation of the development has been set back from the neighbouring properties along Balfour Road/Luckwell Road in order to reduce the impact on neighbouring occupiers.

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The Applicant responded to neighbour comments and comments made by Officers and introduced more lightly colour raised standing seam metal at the Balfour Road elevation to replace the expanse of grey brickwork shown on original plans. This is considered to soften the appearance and perceived scale and massing of the development for existing occupiers situated at the opposite side of the street. Similarly, the curved façade design and the proposed recessed balconies along Carrington Road and Smyth Road are considered to reduce the sense of overbearing to neighbouring development closest to these elevations.

The stepped roof design also serves to reduce the overall height of the development reducing the sense of overbearing particularly to neighbours on the eastern side of Balfour Road/Luckwell Road.

Finally, it should be acknowledged that the site is currently occupied by an existing two storey building and as such there is a precedent for built development in this area. Officers are satisfied that the proposed development would not serve to significantly alter existing site conditions in terms of overbearing impact.

Overshadowing

Similar to the above, it is considered that the proposed development has been suitably designed in order to mitigate against overshadowing as far as possible.

Concerns in relation to overshadowing to neighbouring development, particularly recently constructed development on Balfour Road have been raised by neighbours and by Officers during the course of this application. In response to this the applicant has introduced revisions (as outlined above) to mitigate this and has submitted shadow studies and daylight calculations.

These confirm that there would be some overshadowing restricted to the gardens of properties along Smyth Road and minimal additional shadowing to the nearest adjacent property at the Balfour Road elevation during the summer solstice.

On balance, the level of overshadowing which would be caused by the proposed development is not considered to warrant refusal of the application.

Noise and Disruption

Comments have been received by neighbours raising concerns in relation to noise and disturbance during construction. It should be noted that noise concerns during construction are a civil matter which do not form a material planning consideration. Nevertheless, should consent be granted for the application, a Construction Management Plan condition has been recommended setting out methods and hours of working to ensure disruption is kept to a minimum for neighbouring occupiers.

Summary

On balance, the proposed development is considered to be acceptable in terms of its impact on residential amenity including overshadowing, overbearing, overlooking. It is therefore considered to accord with policies BCS21 and DM29.

D. WOULD THE PROPOSED DEVELOPMENT CREATE AN ACCEPTABLE LEVEL OF AMENITY FOR FUTURE OCCUPIERS?

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

Policy BCS21 sets out that new development should create a high-quality environment for future occupiers.

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The proposed development in this case would create five, two-bedroom, two bed space dwellings all of which would meet the minimum internal space standard of sixty-one square metres required for this type of dwelling. Similarly, the four one-bedroom, two bed space dwellings proposed all measure in excess of the fifty square metre minimum floor area required by policy.

The proposed development has been designed so that all flats (with the exception of one at ground floor level) would benefit from private amenity space. This is supported and is considered to be a positive feature for this type of development in this urban location.

Officers are satisfied that the level of fenestration proposed would ensure that future occupiers would have adequate outlook and daylight with the primary living space in all flats being dual aspect which is supported.

In summary, the proposed development is considered to be acceptable in terms of the creating a good standard of amenity for future occupiers in line with policies BCS18 and BSC21.

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

Policy BCS10 states that developments should be designed and located to ensure the provision of safe streets. Development 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 states that parking must be safe, secure, accessible and usable. Appendix 2 of the Site Allocations and Development Management Policies Document (SADMP) sets out both the minimum cycle parking requirements for new development in Bristol, and the maximum car parking provision.

Policy DM32 states that all new residential development must provide sufficient space for the storage of individual recycling and refuse containers to reflect the current collection regime

The proposed development in this case would be car free, there is no car parking proposed as part of the development. The existing site and surrounding area does not form part of an existing Resident's Parking Scheme (RPS) The existing RPS stops the southern side of North Street and does not incorporate the site or any adjacent site.

At the ground floor of the building there would be a cycle store with space for sixteen cycles, as well as two guest spaces. Refuse storage has also been included at ground floor level with separate access onto Balfour Road.

TDM has been consulted on this application and provided formal written comments.

In response to original plans submitted as part of this application TDM objected to the proposals on the grounds that the lack of off-street parking provision had not been suitably mitigated. In response to TDM comments the Applicant submitted further information introducing measures to mitigate the lack of off-street parking and to ensure that highway safety would not be compromised.

The Applicant submitted a Travel Plan which demonstrates that any future occupiers of the site would be offered three years free membership to the existing Car Club located within the vicinity of the site. The Travel Plan also outlines that all future occupiers would receive sustainable travel vouchers to encourage the use of sustainable transport e.g. cycling or public transport. These measures were found to be acceptable by TDM Officers and would be secured by way of condition on the application. Additionally, the Applicant has proposed off-site highway measures in order to improve pedestrian and cyclist movement around the site to the benefit of highway safety. These include the addition of dropped kerbs outside the proposed cycle and bin stores for ease of manoeuvrability and the addition

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of four new pedestrian crossings to ensure safe pedestrian movements. Should planning consent be granted, the relevant licenses for these works would have to be obtained from Bristol City Council's Highways Department which falls outside the planning process.

TDM has also recommended that an advice note be added to any grant of consent recommending that a restriction be placed on the ability of residents to obtain a parking permit for any future RPS scheme if introduced to the area. It should be noted however, that this is an advisory measure which does not fall within the jurisdiction of the planning process. Any final decision would be the responsibility of the Traffic Authority.

TDM Officers have raised no objection to the cycle parking proposed noting that it meets the minimum standards required by policy. TDM Officers also have raised no objection to the refuse and recycling storage proposed noting that this would meet requirements. In response to TDM's original comments on the application, the Applicant has submitted swept path analysis demonstrating that a refuse vehicle would be able to access the site which TDM found to be acceptable.

After assessment of the revised information submitted, the Transport Officer is satisfied that the revisions would create an acceptable scheme in terms of parking and access. In light of this TDM have withdrawn their original objection and recommended approval of the application.

The application is therefore considered to be acceptable in terms of transport and access, policies BCS10 and DM23 would be respected

F. DOES THE APPLICATION GIVE SUFFICIENT CONSIDERATION TO SUSTAINABLE DESIGN AND CONSTRUCTION?

Policy BCS13 sets out that development should contribute to both mitigating and adapting to climate change, and to meeting targets to reduce carbon dioxide emissions.

Policy BCS14 sets out that development in Bristol should include measures to reduce carbon dioxide emissions from energy use by minimising energy requirements, incorporating renewable energy sources and low-energy carbon sources. Development will be expected to provide sufficient renewable energy generation to reduce carbon dioxide emissions from residual energy use in the buildings by at least 20%.

Policy BCS15 sets out that sustainable design and construction should be integral to new development in Bristol. Consideration of energy efficiency, recycling, flood adaption, material consumption and biodiversity should be included as part of a sustainability or energy statement.

The applicant submitted a full Energy and Sustainability Statement as part of this application detailing the sustainability measures to be included on site.

This confirms that residual carbon dioxide emissions would be reduced by 25.15% through the installation of a 13KWP Solar PV array which would be situated on the roof of the proposed development. This meets the requirements of Policy BCS14 and as such is considered to be acceptable. The installation of these Solar PV panels would be secured by way of condition on the application. The Energy and Sustainability Statement submitted also proposed additional measures which would be incorporated into the site to enhance sustainability; these include measures to limit water consumption and the use of sustainable materials during construction. The proposed brown living roof is considered to encourage biodiversity and would also improve sustainable drainage at the site. The Energy and Sustainability Statement states that a full SUDS strategy would be put in place as part of this development which would be secured by way of condition on the application should consent be forthcoming.

Overall, it is considered that the proposed development gives sufficient consideration to sustainable design and construction and would accord with Policies BCS13-15 (inclusive).

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CONCLUSION

In conclusion, in consideration of the planning balance between delivering quality new homes and ensuring existing development is not harmed Officers of the Local Planning Authority are satisfied that the proposed development in this case would be acceptable.

It is considered that the proposals represent sustainable development in an area where higher density residential development would be appropriate. In consideration of the character of the surrounding area, recently consented development and the site itself Officers are satisfied that the proposed development represents good quality design which would not cause significant detrimental impact to the amenities of neighbouring occupiers. In working proactively with Officers of the Local Planning Authority, issues in relation to transport and access have been suitably addressed to the satisfaction of transport officers.

In light of the above assessment it is therefore recommended that this application be approved subject to conditions.

RECOMMENDED GRANT subject to condition(s)

CIL

The CIL liability for this development is £31,083.75

CONDITIONS

Time Limit for the 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 Conditions

2. Highway works

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

- Provision of four new uncontrolled pedestrian crossings with dropped kerbs as per drawing 18122 02D at the following locations:
 - Smyth Road and Carrington Road junction;
 - Smyth Road and Luckwell Road junction;
 - Chessel Street and Luckwell Road junction;
 - Between the sites known as 7 Luckwell Road and the rear of 18 Balfour Road.

- Resurfacing of existing footway at Carrington Road/Balfour Road junction;
- Provision of new dropped kerb on Smyth Road;
- Provision of new dropped kerb on Balfour Road.

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Indicating proposals for:

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

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

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

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

3. 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

4. Site Characterisation

Following demolition no construction shall take place until an intrusive investigation and risk assessment, in addition to any assessment provided with the planning application, has been completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site.

The contents of the scheme should be submitted to and be approved in writing by the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. This must be conducted in accordance with DEFRA and the Environment Agency's Model Procedures for the Management of Land Contamination, CLR 11.

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to: human health, property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes, adjoining land, groundwater

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and surface waters, ecological systems, archaeological sites and ancient monuments;
(iii) an appraisal of remedial options, and proposal of the preferred option(s).

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 risk to workers, neighbours and other offsite receptors.

5. Submission of Remediation Scheme

Following demolition no construction shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

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.

6. 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.

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.

7. Submission of samples before specified elements started

Samples of the proposed brickwork, metal cladding and materials to be used for all windows, doors and balconies 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 Conditions

8. Implementation/Installation of Solar PV Panels– Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the Solar PV panels have been completed and installed on the roof of the proposed development in accordance with the approved plans.

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Reason: The implementation of the development without the installation of PV panels would result in a development which would not accord with climate change and sustainability policies.

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

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

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

10. Completion 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.

11. 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.

12. Completion and Maintenance of Cycle Provision – Shown on approved plans

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

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

Post Occupation Conditions

13. Restricted Opening and Obscured Glazed 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) the proposed windows on the northern elevation of the proposed building shall be restricted opening (top pane only) and glazed with obscure glass and shall be permanently maintained thereafter as non-opening and obscure glazed.

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

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14. Travel Plan

The Travel Plan Measures hereby approved will be implemented in accordance with the approved details unless agreed in writing by the Local Planning Authority

Reason: To minimise the impact of vehicular parking on the surrounding highway network.

15. Restriction of Use of Roof

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

Reason: To safeguard the amenities of the adjoining premises.

16. 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:

SU 002 – Location Plan, received 30 October 2018
 18122 02C – Swept Path Analysis (Refuse Vehicle), received 15 January 2019
 18122 TN01 – Travel Plan Measures), received 15 January 2019
 18122 02D – Proposed Highway Improvements Plan, received 22 January 2019
 3207_PA 005 D - Ground Floor Plan, received 14 February 2019
 3207_PA 006 D – First Floor Plan, received 14 February 2019
 3207_PA 007 D – Second Floor Plan, received 14 February 2019
 3207_PA 008 B – Roof Plan, received 14 February 2019
 3207_PA 011 C – South West Elevation (Carrington Road), received 14 February 2019
 3207_PA 012 C – North West Elevation (Balfour Road), received 14 February 2019
 3207_PA 014 C – Aerial View, received 14 February 2019
 3207_PA 015 B- Section, received 14 February 2019
 3207_PA 016 A – Street View 1, received 14 February 2019
 3207_PA 017 A – Street View 2, received 14 February 2019
 3207_PA 018 A – Street View 3, received 14 February 2019
 3207_PA 010 D – South East Elevation (Smyth Road), received 04 March 2019
 3207_PA 013D – North East Elevation (Sectional) , received 04 March 2019
 3207_PA 021- Daylight Study 1 – Smyth Road Elevation, received 04 March 2019
 3207_PA 022 – Daylight Study 2 – Smyth Road Elevation, received 04 March 2019
 3207_PA 023 - Daylight Study 3 – Balfour Road Elevation, received 04 March 2019
 3207_PA 024 – Daylight Study 4 – Balfour Road Elevation, received 04 March 2019

Reason: For the avoidance of doubt.

ADVICES

1. Construction Site Noise

Due to the proximity of existing noise sensitive development and the potential for disturbance arising from contractors' operations, the developers' attention is drawn to Section 60 and 61 of the Control of Pollution Act 1974, to BS 5528: Parts 1 and 2: 2009 Noise and Vibration Control on Construction and Open Sites code of practice for basic information and procedures for noise and vibration control" and the code of practice adopted by Bristol City Council with regard to "Construction Noise Control".

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Information in this respect can be obtained from Pollution Control, City Hall, Bristol City Council, PO Box 3176, Bristol BS3 9FS.

2. Impact on the highway network during construction

The development hereby approved is likely to impact on the highway network during its construction. The applicant is required to contact Highway Network Management to discuss any temporary traffic management measures required, such as footway, Public Right of Way, or carriageway closures or temporary parking restrictions. Please call 0117 9036852 or email traffic@bristol.gov.uk a minimum of eight weeks prior to any activity on site to enable Temporary Traffic Regulation Orders to be prepared and a programme of Temporary Traffic Management measures to be agreed.

3. Restriction of parking permits – future controlled parking zone

Note that in deciding to grant permission, the Committee/Planning Service Director also decided to recommend to the Council's Executive in its capacity as Traffic Authority that on the creation of any Restricted / Controlled Parking Zone area which includes the development, that the development should be treated as car free / low-car and the occupiers ineligible for resident permits.

Supporting Documents

1. 2 Smyth Road, Bristol, BS3 2BX

1. PA 005 D – Proposed ground floor plan
2. PA 010 D – South East elevation (Smyth Road)
3. PA 014 C – Aerial visualisation of proposed development



Rev.	Date	By	Revision Notes
D	14/12/18		Levels amended
C	23/10/18		Bicycle storage layout indicated
B	17/10/18		Design update
A	3/10/18		Design update

PLANNING



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Project Title
Residential Development 2 Smyth Road Bristol
Drawing Title
Proposed Ground Floor Plan

Project No.
3207
Drawing No.
PA 005 D

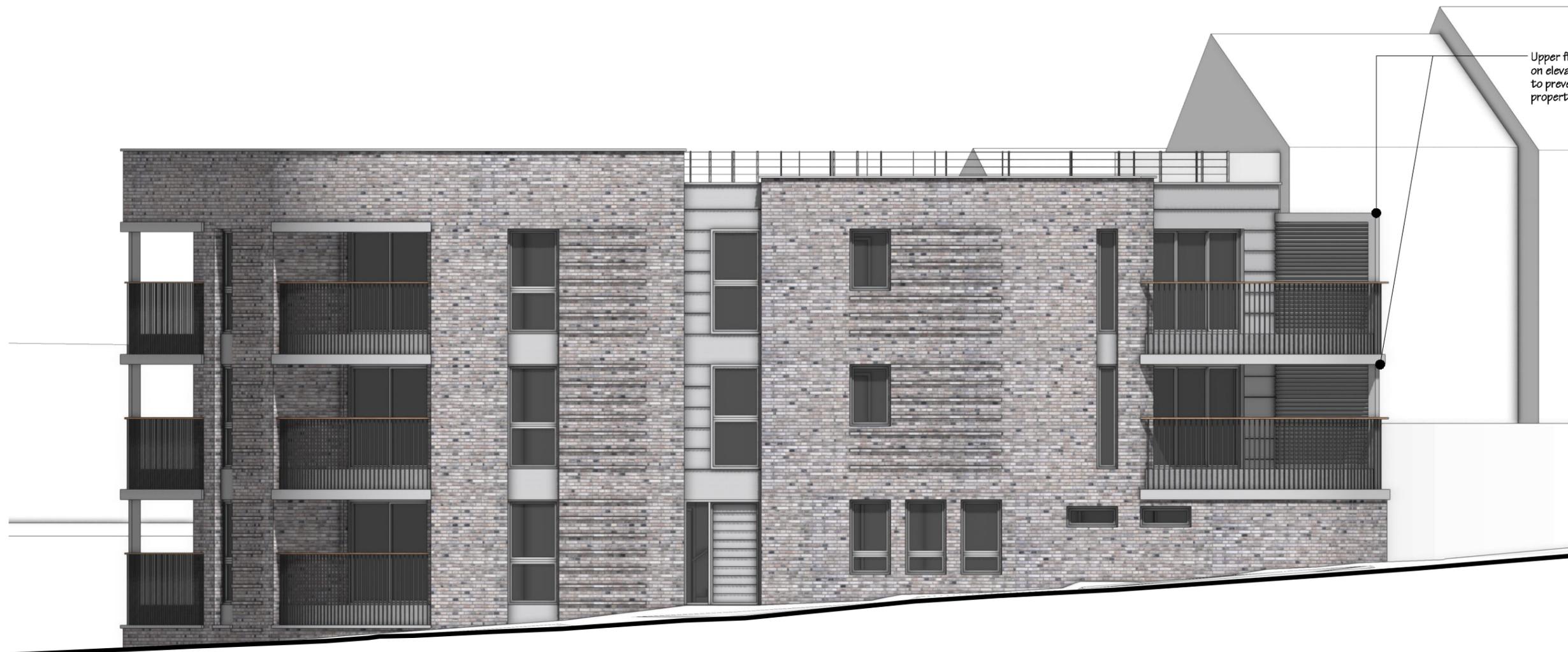
Date
24/08/18
Scale
1:100@A3

Drawn by
NT
Checked by
-

APT No.	Area (sqm)	Notes
0.1	61.12	2b/3p
0.2	52.14	1b/2p
0.3	55.93	1b/2p
1.1	61.12	2b/3p
1.2	52.14	1b/2p
1.3	68.95	2b/3p
2.1	61.12	2b/3p
2.2	52.14	1b/2p
2.3	68.95	2b/3p

Ground Floor Plan





Upper floor Terraces to be screened on elevation facing adjacent property to prevent overlooking of adjacent properties and gardens

D	28/2/19	Note added - screens
C	13/2/19	Terrace details amended. Parapet altered.
B	14/12/18	Level changes to GF. Material changes to cladding and balustrades. Set back to entrance increased.
A	17/10/18	Design update

Rev. Date By Revision Notes

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Project Title
**Residential Development
2 Smyth Road
Bristol**

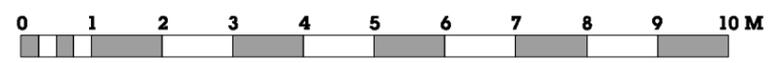
Drawing Title
**South East Elevation
(Smyth Road)**

Project No. **3207** Drawing No. **PA 010 D**

Date **24/08/18** Scale **1:100@A3**

Drawn by **NT** Checked by **-**

Smyth Rd Elevation





Rev.	Date	By	Revision Notes
C	13/2/19		Parapets / terraces / massing amended.
B	14/12/18		Level changes to GF. Material changed to cladding and balustrades. Set back to entrance increased.
A	17/10/18		Design update

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Project Title
**Residential Development
2 Smyth Road
Bristol**
Drawing Title
Aerial View

Project No. **3207** Drawing No. **PA 014 C**

Date **03/10/18** Scale **NTS@A3**

Drawn by **NT** Checked by **-**

Aerial view / Massing + Shadows (14:00 / Sept 22) - NTS