

WARD: Bishopston & Ashley Down

SITE ADDRESS: Unit 7 Merton Road Bristol BS7 8TL

APPLICATION NO: 20/02274/F Full Planning

DETERMINATION DEADLINE: 29 July 2020

Removal of temporary store and construction of 3 No. single storey business units Use Class B1 (c) - Light industrial.

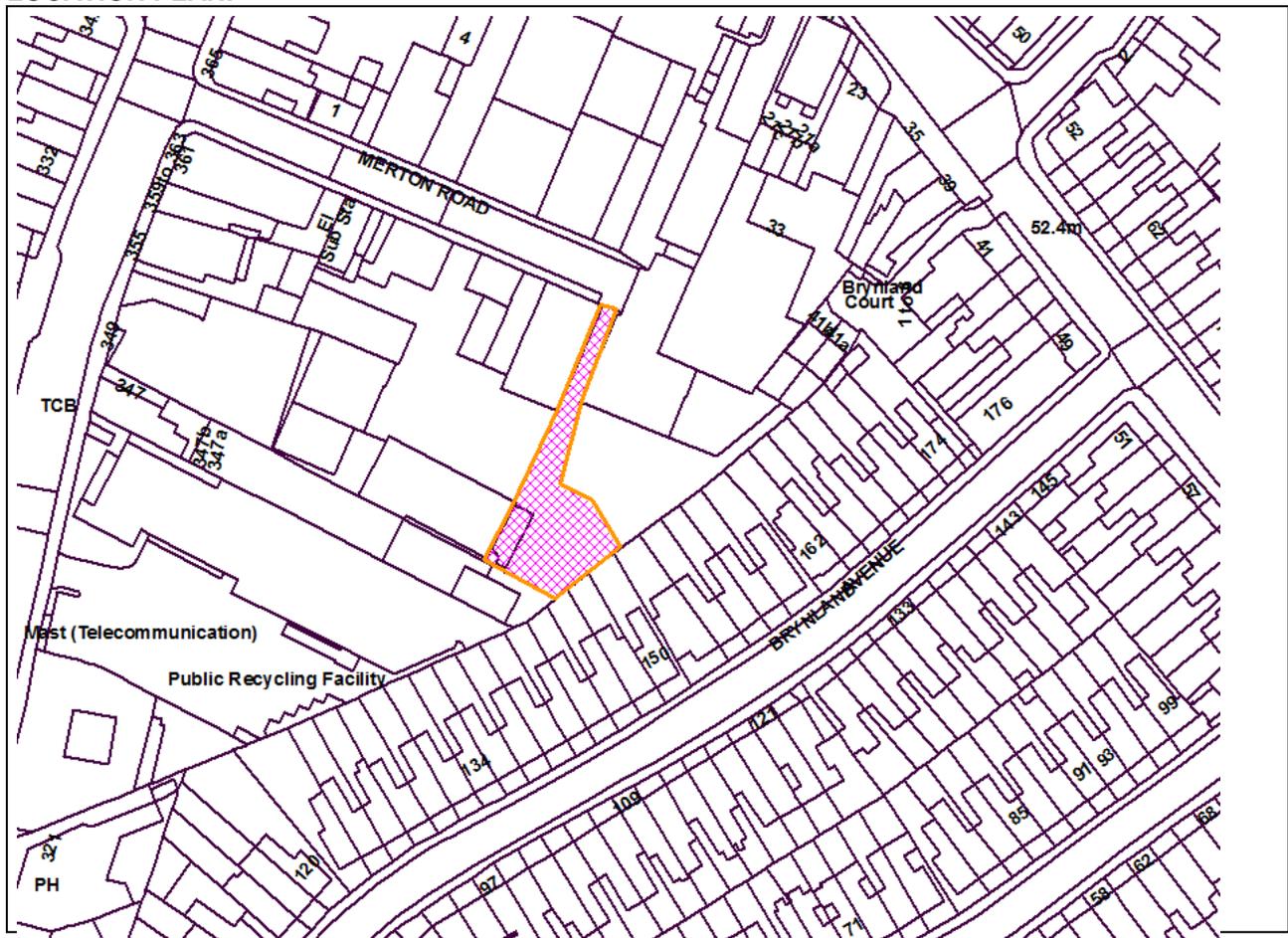
RECOMMENDATION: Grant subject to Condition(s)

AGENT: Alexander & Thomas Architects
8 Willway Street
Bristol
BS3 4BG

APPLICANT: Mr R Blessitt
Pool House
Dryers Lane
Iron Acton
BS37 9XU

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

LOCATION PLAN:



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SUMMARY

The proposed development of 3no. light industrial units upon a well-established industrial park is considered to be consistent and acceptable in land use terms. The proposed development would be of a scale and design which is informed by the constraints of the site and would remain both visually subservient and in keeping with the existing site. While within the locality of residential properties, the proposed units would not cross a 25° line drawn from the mid-point of ground floor rear windows of properties situated at Brynland Avenue and therefore would not give rise to unacceptable overlooking, overbearing or overshadowing. Concerns relating to noise, air and light emissions have been dealt with through pre-commencement and post occupation conditions, such as limiting working hours, ventilation and sound insulation. Flood risk and sustainability issues are considered to be acceptable and proportionate to the nature of the development. As such, this application has been recommended for approval, subject to conditions.

SITE DESCRIPTION

This application relates to the property known as Unit 7, accessed via Merton Road in Bishopston, north Bristol.

The application site occupies an area of approximately 700m² within a wider light industrial site. Although not designated a Principle Industrial Warehousing Area (PIWA), the existing use is well-established. The site exhibits a number of light industrial units and yard which is currently used for automotive breaking/storage.

The site is accessed via Merton Road, approximately 100m east of Gloucester Road. There are residential properties situated to the rear of the industrial site at Brynland Avenue approximately 1m lower than the application site and visually screened by boundary hedges and fencing measuring approximately 2.1m in height.

Properties and associated gardens at Brynland Avenue are situated at a lower elevation (approximately 1m) from the application site.

The application site is not situated within a flood risk area.

There are no designated heritage assets associated with the application site.

APPLICATION

This application seeks full planning permission for the construction of a 3no. industrial units (Use Class B1(c) - light industrial) with associated car parking, bike parking and waste collection.

A site visit was undertaken on 16 July 2020 to understand the site context and surrounding uses.

Units 1 and 2 would each measure 6.4m in width and 12.6m in depth with a dual pitch roof measuring 4m and 6.4m to the eaves and ridge respectively. Each unit would provide 71.3m² and 70.0m² in area respectively with internal toilet facilities.

Unit 3 would demonstrate a tapered width due to its setting upon the shared boundary with the rear gardens appurtenant to properties at Brynland Avenue. The proposed unit would measure 7.5m in width and 12.6m in depth. The development would comprise a mono-pitch/lean-to roof upon the boundary measuring 2.5m and 3.9m to the eaves and ridge respectively. Unit 3 would be set approximately 1.5m from the shared residential garden boundary to reduce residential amenity issues.

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1no. parking space for each of the light industrial units would be provided within the application site (2.4m width x 4.8m depth) and capacity for 2no. bikes per unit. In addition, the application site would accommodate 5no. 1100l refuse bins which would be collected via private collection.

The proposed light industrial units would operate from 0800-1800 Monday to Friday, 0800-1300 on Saturdays and no business operations on Sundays or Bank Holidays.

The proposed units would be constructed of blockwork walls with rendered facades, steel sheet roofing and steel roller doors. The boundary treatments appurtenant to the site would remain as existing.

For further information, please see documents appurtenant to the application.

RELEVANT PLANNING HISTORY

18/04705/F Demolition of existing business unit and construction of new larger building consisting of three B1 or B3 units. Granted, Subject to Conditions – 8 March 2019.

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.

PUBLIC COMMENTS

A Site and Press Notice was posted on 17 June 2020 and expired on 8 July 2020.

Neighbour notification letters were issued to residential properties fronting Brynland Avenue in which 12no. objections were received. The main material issues included:

- Concerns raised in regards to noise, light and air pollution from proposed light industrial uses;
- Concerns raised to ongoing burning of materials on the existing application site;
- Concerns raised to overshadowing of the proposed units upon properties at Brynland Avenue; and,
- Suggestion raised that pre-commencement conditions limiting working hours, sound proofing and ventilation should be provided to limit the impacts of the proposed development.

INTERNAL CONSULTTEES

BCC Transport Development Management – No Objection (subject to revisions provided).

BCC Air Quality – No Objection

BCC Pollution Control – No Objection (pre-commencement conditions provided).

BCC Flood Risk Management – No Objection

BCC Sustainability and Climate Change Service – No Objection

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WARD MEMBERS

The application was referred to Committee by Councillor Tom Brook on 25 June 2020 for the following reason:

‘This application represents overdevelopment of an already congested and problematic industrial estate in what is an otherwise residential area.

The proposed development encroaches extremely close to residential properties, and impacts on residents’ visual amenity through the application’s proximity, overbearing nature and overall poor design. The proposed industrial use is not appropriate so close to residential dwellings, especially given the noise and light pollution which are almost certain to result from such a development. Air pollution due to chemical fumes, burning, etc. is also highly likely thanks to the development’s industrial use and the precedent set by other industrial properties in the area’.

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 DEVELOPMENT APPROPRIATE AND ACCEPTABLE?

Policy BCS8 states that the economic performance of the city will be strengthened through the provision of employment land. Up to 10 hectares of industrial and warehousing land is to be provided within the city.

Although the application site is not situated within a designated Principle Industrial and Warehousing Area (PIWA), the site is situated within a well-established light industrial area and therefore the continued use is considered to be consistent and acceptable. Notwithstanding the above assessment, the proposed development would provide further employment uses upon the site in which would be in accordance with policy BCS8 and is acceptable.

The principle of light industrial units upon the application is therefore considered to be consistent with the existing use and therefore acceptable in land use terms.

B. WOULD THE PROPOSED DEVELOPMENT BE OUT OF SCALE OR CONTEXT WITH THE SURROUNDING AREA?

Policy BCS20 sets out the development should be exhibit densities informed by characteristics of the site and local context.

Policy BCS21 states that new development should deliver high quality urban design which contributes toward an area’s character and identity.

Policies DM26-29 (inclusive) of the Site Allocations & Development Management Policies requires new developments to contribute to the character of an area through its layout, form and building design.

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Units 1 and 2 of the development would measure 12.6m in depth, similar to that of the adjacent industrial units and would not undermine the existing principle building line, demonstrating a built form consistent with the application site. The proposed development would measure 4m to the eaves and 6.4m to the ridge, 0.9m lower than the existing units. It is considered that the proposed height and massing would be consistent with the existing industrial site. In addition, Unit 3 would measure 7.5m in width at the front elevation and 1.9m at the rear due to the constraint of the residential garden boundary appurtenant to properties at Brynland Avenue. The proposed development would be sited 1.5m from the boundary and exhibit an eaves height of 2.5m demonstrating a design which is informed by the constraints of the site and would serve to safeguard residential amenity impacts. The proposed development is considered to be informed by the existing built form of the industrial site and boundary treatments and is therefore in accordance with policies BCS20, BCS21 and DM26-DM29 and is therefore acceptable.

The proposed development of 3no. light industrial units (Use Class B1(c)) would constitute a cumulative area of approximately 193.8m² (unit 1: 71.3m²; unit 2: 70.0m²; and, unit 3: 52.5m²). The development would remain visually subservient to the existing site and the built form unit 7 through a ridge height approximately 0.9m lower than the existing development. Notwithstanding the above assessment, the application site covers an area of approximately 700m², significantly smaller than the wider undeveloped site at Merton Road abutting the rear gardens of Brynland Avenue. As such, it is considered that the proposed works demonstrate a density and scale in which respects the existing site and would be acceptable in terms of design. The proposals therefore accord with policies BCS20, BCS21 and DM26-29.

As stated above, the application seeks to use materials including; blockwork walls with rendered facades, steel sheet roofing and steel roller doors. The boundary treatments appurtenant to the site would remain as existing. It is considered that the proposed development would aesthetically consistent with the existing light industrial units at Merton Road and would not undermine the existing design or appearance of the site. As such, the proposed development accords with policy BCS21 and DM26-29 and is therefore acceptable.

Based upon the information provided to the Local Planning Authority, it is considered that the revised development is acceptable in terms of design subject to relevant conditions as set out below.

C. WOULD THE PROPOSED DEVELOPMENT GIVE RISE TO ANY UNACCEPTABLE IMPACTS ON RESIDENTIAL AMENITY?

Policy BCS21 states that new developments should safeguard the amenity of existing developments.

Policy DM29 states that development proposals should not prejudice the existing and future development potential of adjoining sites.

Overbearing, Overshadowing and Privacy

As described, the application site abuts the fence boundary shared with the rear gardens of Brynland Avenue. The Building Research Establishment (BRE) Guidance Note 209 'Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice' sets out that developments should fall below a 25° line taken from ground level, to ensure that proposed works do not materially alter natural daylight existing buildings. The proposed development would not cross a 25° line taken from the ground floor rear windows and therefore would not give rise to an unacceptable degree of overshadowing upon dwellings at Brynland Avenue. Notwithstanding the above assessment, Unit 3 would be sited 1.5m from the boundary and exhibit an eaves height of 2.5m, 0.4m greater than the existing boundary fencing. As such, it is considered that the construction of unit 3 would give rise to an inconsequential impact in terms of overshadowing. Due to the presence of boundary treatments between Brynland Avenue and Merton Road industrial units, it is considered that there would not be an unacceptable degree of overbearing in which would undermine the residential amenity of adjacent residents. As

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such, it is considered that the proposed development would accord with policies BCS21 and DM29 and is therefore acceptable.

The proposed development would be a single storey light industrial unit and would not benefit from any side windows in which would afford occupants to overlook properties at Brynland Avenue. As such, it is considered that the proposed development would accord with policies BCS10 and DM29 and is acceptable.

Based upon the information provided to the Local Planning Authority, it is considered that the proposed development is acceptable in terms of residential amenity impacts.

Noise and Air Quality

Policy BCS23 states that development proposals should be designed to avoid adverse impacts on noise, vibration, dust air and water pollution.

Policy DM33 states that development which has the potential for significant air quality issues should include suitable onsite measures to mitigate adverse impacts.

Policy DM34 states that existing contamination of land should be addressed by appropriate mitigation measures to ensure there is no contamination of the site of surrounding areas.

Policy DM35 sets out the development which would have an unacceptable environmental amenity or biodiversity impact will be expected to provide sufficient scheme of mitigation.

Both Bristol City Council Air Quality and Pollution Control were consulted on the proposed development in which both consultees did not raise an objection.

Neighbour consultation responses have outlined that there are concerns regarding noise, light and air pollution from the existing site and proposed development. As previously discussed, the site is currently used as a car storage and breaking area. The proposed development seeks to construct 3no. light industrial units on an open site in which would enclose proposed activities and reduce the likelihood of fires on site. As such, it is considered that the proposed development, by formalising and enclosing activities, would mitigate the residential amenity issues outlined in neighbour concerns.

Conditions relating to sound insulation, ventilation systems, plant noise emissions, refuse/recycling, deliveries and hours of operation are also proposed as set out below to minimise potential conflict between residential properties and light industrial uses on the site. The operational hours of the application site would be limited to 0800-1800 on weekdays, 0800-1300 on Saturdays and no operations permitted on Sundays/Bank Holidays. It is considered that the operational hours of the 3no. units are acceptable and would not jeopardise the residential amenity of occupants at Brynland Avenue or give rise to unacceptable noise during unsociable hours. As such, it is considered that the proposed development would accord with policies BCS23, DM33, DM34 and DM35 and is therefore acceptable in terms of pollution control.

In considering the neighbour notification responses, it was noted that concerns relating to air quality and burning of materials was outlined. The Air Quality Team was consulted and raised no objections. It is considered that the proposed works would formalise the use of existing yard through the construction of 3no. light industrial units and would minimise the likelihood of onsite fires in which impact upon the residential amenity of adjacent occupants. It is considered that the proposed development and conditioned extraction/ventilation systems would suitably mitigate air pollution concerns and therefore would accord with policies BCS23, DM33, DM34 and DM35.

Subject to conditions set out below and based upon the information provided to the Local Planning Authority; it is considered that the proposed development is acceptable in terms of residential amenity impacts including air quality of pollution impacts and is therefore acceptable.

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D. IS THE IMPACT OF THE PROPOSED DEVELOPMENT UPON TRANSPORT AND HIGHWAYS ACCEPTABLE?

Policy BCS10 states that development should be designed and located to ensure safe streets where traffic and other activities are integrated.

Policy DM23 outlines that development should not give rise to unacceptable traffic conditions and would be expected to provide safe and adequate access onto the highway.

Appendix 2 of the Site Allocations and Development Management Policies states that off street car parking provision should measure 2.4 metres by 4.8 metres as to avoid overhanging upon footways.

The BCC Transport Development Management team (TDM) were consulted on the proposed development and sought further confirmation that a 6m gap between proposed parking spaces and the proposed 3no. units could be achieved in the interest of access. In addition, plans indicative of bike storage and private bin collection was required and subsequently provided. Each 3no. car parking spaces would be provided on site measuring 2.4m in width and 4.8m in width, according with the provisions of Appendix 2 of the Site Allocations and Development Management Policies Document while providing 6m to the rear for suitable ingress and egress. The proposed car spaces would be provided upon the application site and would not obstruct pedestrian access or the access for private refuse collection. In addition, the proposed development would include Sheffield stands suitable to accommodate 6no. bikes, as requested by TDM. The proposed development is not considered to give rise to an unacceptable increase in transport movements to and from the site in which would undermine the existing road network. As such, it is considered that the proposed development would accord with policies BCS10, DM23 and SADMP Appendix 2 and is therefore acceptable.

The proposed development would include a bin storage area suitable for 3no. 1100l refuse bins and supplementary bin storage depending upon the proposed tenants operational needs upon the boundary shared with Brynland Avenue. Due to the sites location away from Merton Road, private bin collection arrangements by the applicant will be sought and maintained. The proposed siting of the refuse area is situated within the application site and could be easily accessed. The proposed refuse area would not jeopardise pedestrian footways or give rise to any unacceptable impacts upon the highway network and is therefore considered to be in accordance with policies BCS10 and DM23 and is therefore acceptable.

The proposed development is acceptable in terms of highways and transport impacts.

E. WOULD THE PROPOSED DEVELOPMENT CAUSE AN INCREASED RISK OF FLOODING?

Policy BCS16 states that development in areas at risk of flooding will be expected to be resilient to flooding through design and layout, and/or incorporate sensitively designed mitigation measures.

The BCC Flood Risk Management team was consulted on the proposed development and raised no objections to the works by virtue that the site is not within an area of flood risk and the change in impermeable surfaces is below 250smq. While the change in impermeable surfaces would be below 250sqm, a scheme of Sustainable Urban Drainage (SUDs) is conditioned below to ensure there are no adverse impacts on standing water and properties situated at Brynland Avenue which demonstrate a topographic deferential of approximately 1m. Subject to the provision of a SUDs strategy, it is considered that the proposed development would accord with policy BCS16 and is acceptable.

As such, it is considered that the proposed development would be acceptable in terms of flood risk, subject to the provision of conditioned information.

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G. DOES THE PROPOSED DEVELOPMENT GIVE SUFFICIENT CONSIDERATION OF SUSTAINABLE DESIGN AND CONSTRUCTION?

Policy BCS13 sets out that development should contribute to mitigating and adapting to climate change, and to meet targets to reduce CO₂ 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 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.

BCC Sustainability and Climate Change Services was consulted on the proposed development and raised no objections to the scheme. It is acknowledged that the proposed development seeks to provide an unheated light industrial unit with a steel roof in which would demonstrate an annual energy consumption of <150kw per unit per year. As such, opportunities to provide onsite renewables such as air source heat pumps and solar photovoltaic panels would not be viable or represent an expedient or realistic addition to the proposed units given their anticipated usage and design. The submitted sustainability statement outlines that the proposed development would exhibit a waste heat boiler to provide electric water heating and motion and ambient light censored low energy lighting of 54 lamp lumens per watt lighting to reduce residual energy emissions, as conditioned within this recommendation. While the proposed development would not provide onsite renewables, it is considered that energy saving measures proposed would be proportionate and expedient to the nature of development in this instance and anticipated energy demands. As such, the proposed development is considered to be acceptable in regards to sustainable design.

CONCLUSION

Based upon the information provided and the site visit undertaken on 16 July 2020, the principle of light industrial uses (Use Class B1(c)) on site is well established and acceptable. The proposed design is informed by the site context and would remain aesthetically in keeping with the wider site whilst safeguarding the residential amenity of properties to the rear at Brynland Avenue. The proposals would not give rise to any unacceptable transport or highways impacts and conditions would be adequately utilised to manage any noise and air pollution originating from the 3no. units.

As such, it is considered that the proposed development is acceptable and is therefore recommended for approval, subject to conditions.

COMMUNITY INFRASTRUCTURE LEVY

The CIL liability for this development is £18,622.25

RECOMMENDED GRANT subject to condition(s)

CONDITIONS

Time Limit for commencement of development

1. Full Planning Permission

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

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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. Details of Extract/Ventilation System - Not Shown

No development shall take place until details of the means of ventilation for the extraction and dispersal of fumes, including details of its method of construction, odour control measures, noise levels, its appearance and finish have been submitted to and been approved in writing by the Local Planning Authority. The approved scheme shall be installed before the use hereby permitted commences and thereafter shall be permanently retained.

Reason: These details need careful consideration and formal approval and to safeguard the amenity of adjoining properties and to protect the general environment. The details are needed prior to the start of work so that measures can be incorporated into the build.

3. Noise from Development

No development shall take place until an assessment on the potential for noise from the development affecting residential or commercial properties in the area has been submitted to and been approved in writing by the Local Planning Authority.

If the assessment indicates that noise from the development is likely to affect neighbouring residential or commercial properties then a detailed scheme of noise mitigation measures shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development.

The noise mitigation measures shall be designed so that nuisance will not be caused to the occupiers of neighbouring noise sensitive premises by noise from the development.

The noise assessment shall be carried out by a suitably qualified acoustic consultant/engineer and shall take into account the provisions of BS 8233: 2014 Guidance on sound insulation and noise reduction for buildings.

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

Reason: In order that noise levels may be agreed prior to the commencement of works on site which may require changes to the design and to safeguard the amenities of nearby occupiers.

4. Noise from plant and equipment

No development shall take place until an assessment to show that the rating level of any plant & equipment, as part of this development, will be at least 5 dB below the background level has been submitted to and been approved in writing by the Local Planning Authority.

The assessment must be carried out by a suitably qualified acoustic consultant/engineer and be in accordance with BS4142: 2014 Methods for rating and assessing industrial and commercial sound.

Reason: In order to safeguard the amenities of adjoining residential occupiers. The details are needed prior to the start of work so that any mitigating measures can be incorporated into the build.

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5. Sustainable Drainage System (SuDS)

No development shall take place 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.

Pre Occupation Conditions

6. Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development, it must be reported immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the Environment Agency's 'Land Contamination: risk management' guidance and BS 10175:2011 + A2:2017: Investigation of Potentially Contaminated Sites - Code of Practice. Where remediation is necessary a remediation scheme must be prepared which ensures the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

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. This is in line with paragraph 170 of the National Planning Policy Framework.

7. Implementation/Installation of Refuse Storage and Recycling Facilities- Shown on Approved Plans

No building or use hereby permitted shall be occupied or 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 adopted highway (including the footway), except on the day of collection.

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

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8. Completion and Maintenance of Car/Vehicle Parking – Shown on Approved Plans

No building or use hereby permitted shall be occupied or use commenced until the car/vehicle parking area (and turning space) shown on the approved plans has been completed and thereafter the area shall be kept free of obstruction and available for the parking of vehicles associated with the development. Driveways/vehicle parking areas accessed from the adopted highway must be properly consolidated and surfaced, (not loose stone, gravel or grasscrete) and subsequently maintained in good working order at all times thereafter for the lifetime of the development.

Reason: To ensure that there are adequate parking facilities to serve the development constructed to an acceptable standard.

9. 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.

10. Sustainability and Energy Efficiency Measures

The building or use hereby permitted shall be occupied until approved energy efficiency measures, renewable energy, sustainable design principles and climate change adaptation measures outlined in The Energy and Sustainability statements (Climate Change and Sustainability Statement, by Alexander & Thomas Architects on 19 May 2020) have been completed. Measures outlined to reduce carbon dioxide emissions beyond Part L 2013 Building Regulations in line with the energy hierarchy shall be achieved through improved building fabric and energy efficient lighting achieve a reduction in carbon dioxide emissions below residual emissions.

Reason: To ensure the development incorporates measures to minimise the effects of, and can adapt to a changing climate.

Post Occupation Management

11. Restriction of noise from plant and equipment

The rating level of any noise generated by plant & equipment as part of the development shall be at least 5 dB below the background level as determined by BS4142: 2014 Methods for rating and assessing industrial and commercial sound.

Reason: To safeguard the amenity of nearby premises and the area generally.

12. Restriction of the use of open area of the site

No open storage or display of goods, materials, finished or unfinished products or parts, crates or refuse shall take place on any open area of the site without the written permission of the council.

Reason: To ensure that vehicle movements are not obstructed and to ensure that the appearance of open areas of the site is acceptable.

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13. Hours of operation

The approved development hereby permitted shall operate between the hours of 0800-1800 Monday to Friday and 0800-1300 on Saturdays only with no business operations on Sundays.

Reason: To safeguard the residential amenity of nearby occupiers.

14. Restriction of parking level on site

Parking within the development site is to be restricted to the areas allocated on the approved plans and shall not encroach onto areas allocated on the plans for other uses.

Reason: To control the level of parking on the site and to safeguard the uses of other areas.

15. Use of Refuse and recycling facilities

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

Reason: To safeguard the amenities of nearby occupiers

16. External works to match

All new external work and finishes and work of making good shall match existing original work adjacent in respect of materials used, detailed execution and finished appearance except where indicated otherwise on the approved drawings.

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

List of approved plans

17. 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.

639-24A Construction and Operational Management Plan, received 30 July 2020

639-1A Location plan, received 3 June 2020

639-19A Block plan, received 3 June 2020

639-21C Proposed Floor Plans and Site Layout, received 22 July 2020

639-22B Proposed elevation, received 3 June 2020

Design and access statement, received 3 June 2020

Energy strategy, received 3 June 2020

Sustainability statement, received 3 June 2020

Reason: For the avoidance of doubt.

Supporting Documents

2. Unit 7, Merton Road

1. Assorted Site Visit Photos;
2. 639-22B - Proposed Elevations - Received 3 June 2020;
3. 639-21C - Proposed Floor Plans and Site Layout - Received 22 July 2020; and,
4. 639-24A - Management Plan - Received 30 July 2020.







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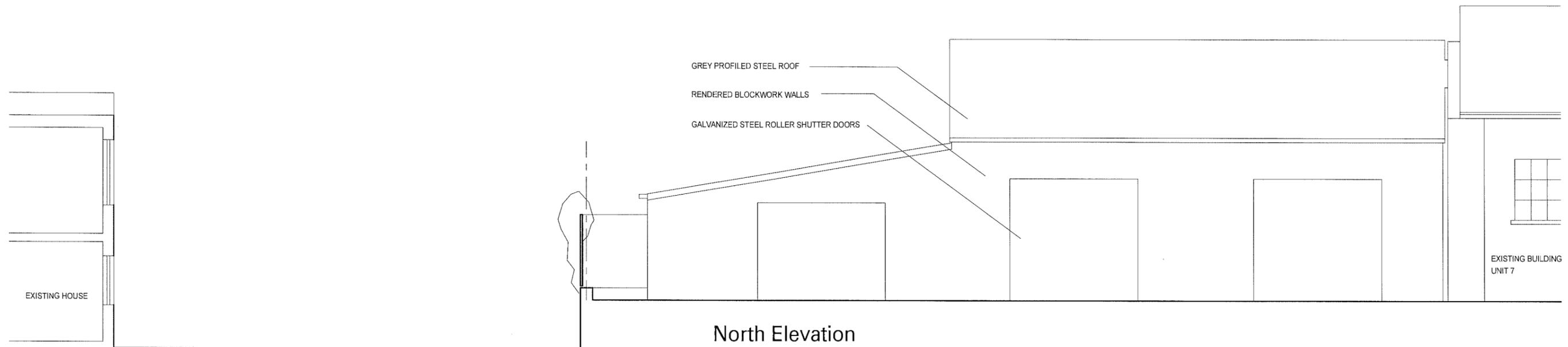
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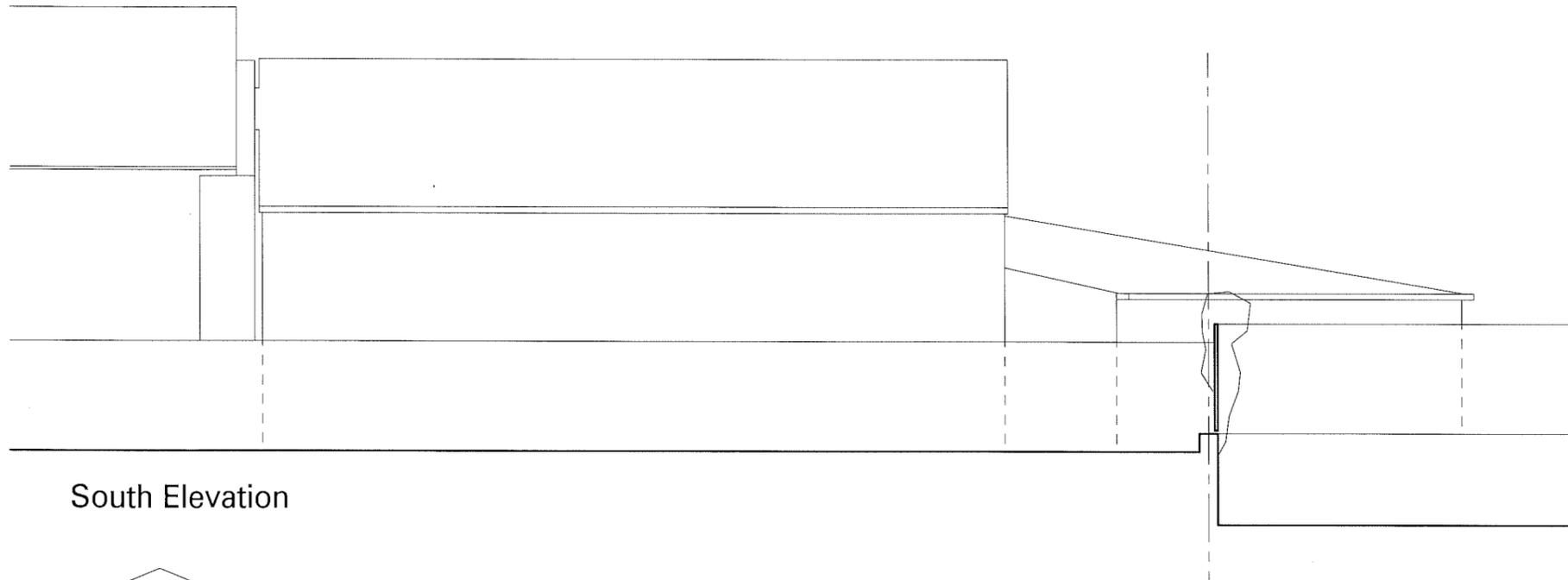
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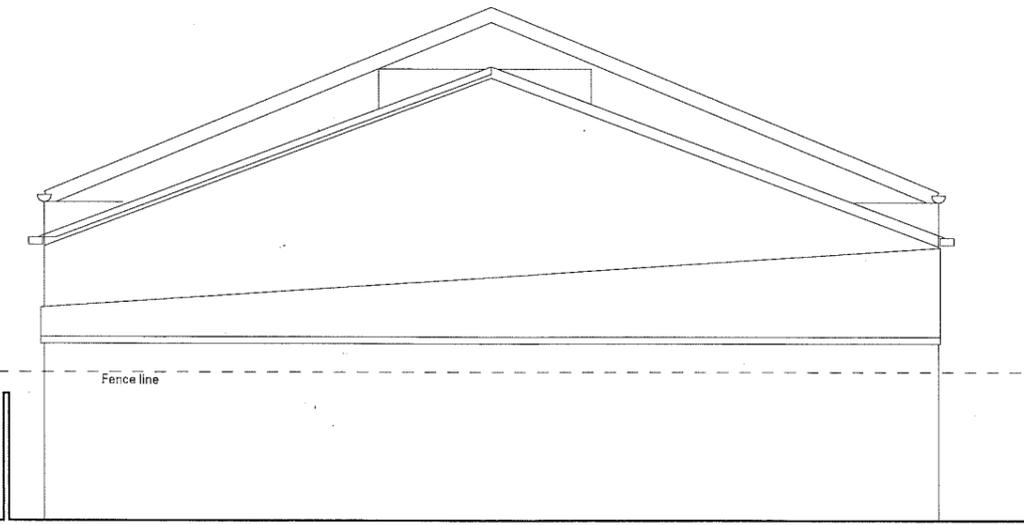
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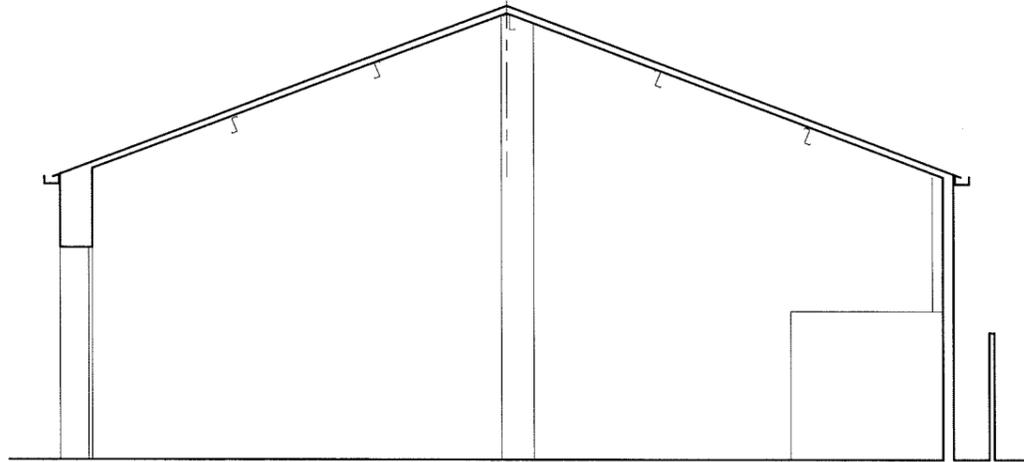
North Elevation



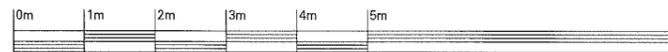
South Elevation



East Elevation



West Elevation / Section



REV. B - UNIT 3 AMENDED 15.5.2020
 REV. A - UNITS FLUSH WITH UNIT 7, NOTES ADDED 6.5.2020

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Drawing	Drawing No.	Rev.
ELEVATIONS UNITS 1-3 - PROPOSED	639 / 22 B	
Project	Scale@A3	Date Drawn
MERTON ROAD IND. ESTATE Nr Unit 7	1:100	25.03.20 HA

Gross Int. Floor Areas m2

Unit 1 71.3

Unit 2 70.0

Unit 3 52.5

Total 193.8

EXISTING
UNIT 7

Unit 1

Unit 2

Unit 3

P1

P2

P3

CAR PARKING
3 No. SPACES

SHEFFIELD
CYCLE STANDS
6 No. CYCLES

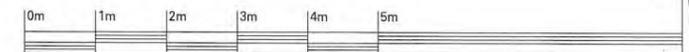
SITE
BOUNDARY

BIN & RECYCLING
AREA (1100litre bins shown)

EXISTING
METAL FENCE

RETAINING WALL
AND FENCE

LEYLANDII HEDGE



REV. C - BOUNDARY AND PARKING AMENDED, BIN 7 CYCLES SHOWN 22.7.2020
REV. B - MINOR AMENDMENTS 15.5.2020
REV. A - PLANS AND AREAS OF UNITS AMENDED 6.5.2020



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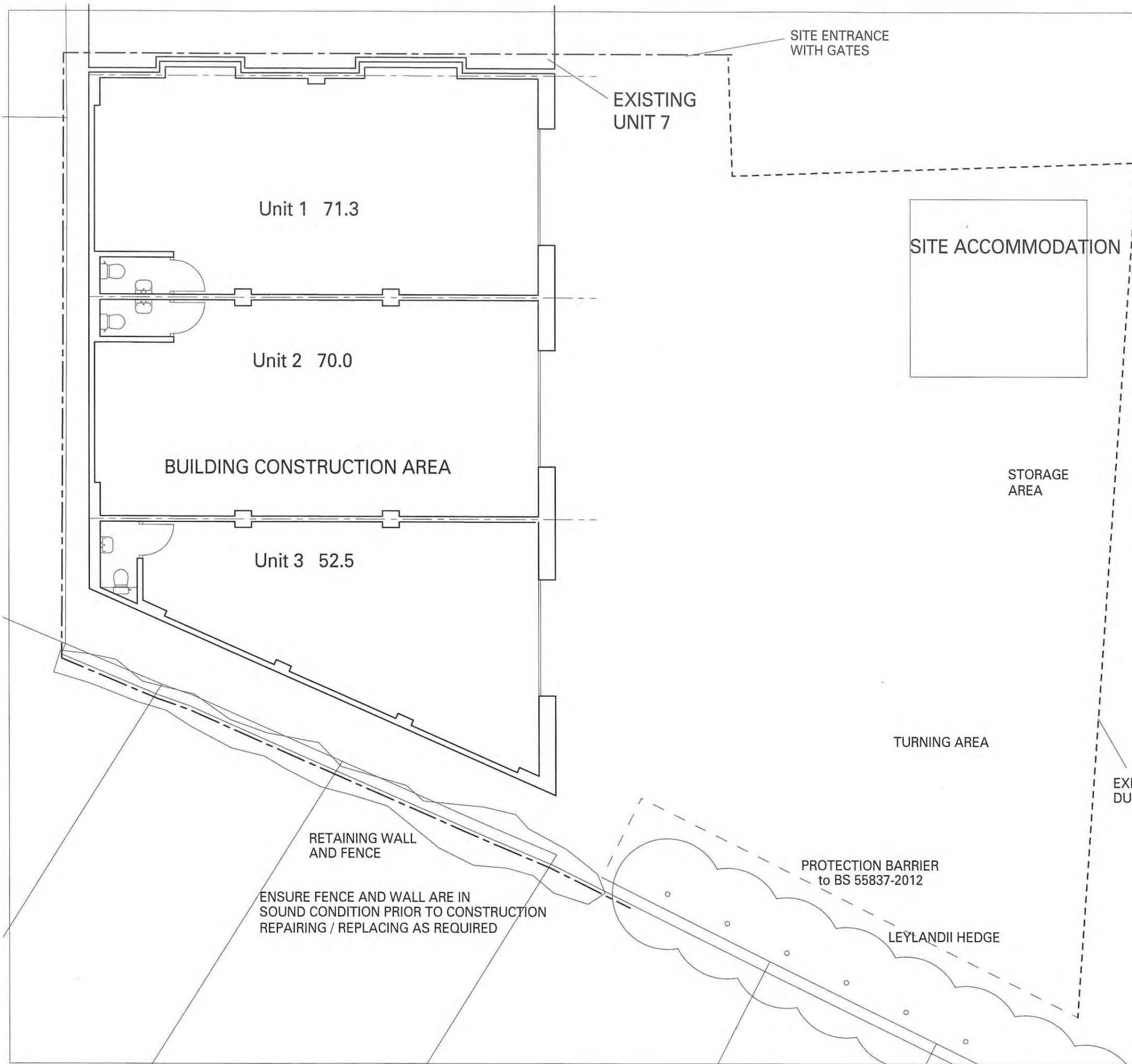
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Drawing
FLOOR PLANS - PROPOSED

Drawing No. Rev.
639 / 21 C

Project
MERTON ROAD IND. ESTATE Nr. UNIT 7

Scale@A3 Date Drawn
1:100 17.03.20 HA



Maximum Hours of Operation

Mon-Fri	8:00am to 6pm
Saturday	8am to 1pm
Sunday	none

Access

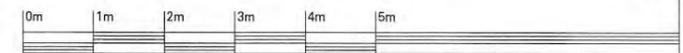
Via Gloucester Road and Merton Road to access point only
 Deliveries outside rush hours as practically possible
 No unloading on public highway
 Banksman for HGV's within Estate
 Storage within site only
 Allow for wheel inspection at exit and washing if required

Site

Maintain secure site perimeter until completion or as required for external works
 Building Service locations to be determined before construction
 Spoil heaps are not to be amassed against perimeter, fences or other structures

Nuisance Avoidance

Provide 24h emergency contact no. and repond to potential complaints with action plan to avoid repetition
 Noise to be kept to minimum levels within BS 5288-1 Clause 9.3
 No burning of rubbish on site
 Keep dust and dirt to a minimum by dampening down as required
 Playing of music audible to neighbouring properties is not permitted



REV. A - HOURS AND OPERATIONAL DETAILS AMENDED 29/07/2020

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Drawing	Drawing No.	Rev.
CONSTRUCTION MANAGEMENT PLAN	639 / 24 A	
Project	Scale@A3	Date
MERTON ROAD IND. ESTATE Nr. UNIT 7	1:100	22.07.20 HA