Development Control Committee B – 14 September 2022

ITEM NO. 3

WARD: Horfield

SITE ADDRESS: Garages Bell Close Bristol

APPLICATION NO: 22/01608/FB Full Planning (Regulation 3)

DETERMINATION DEADLINE: 25 May 2022

Redevelopment of site to provide 9no. residential dwellings (Use Class C3) together with car and cycle parking, refuse and recycling storage, and hard and soft landscaping.

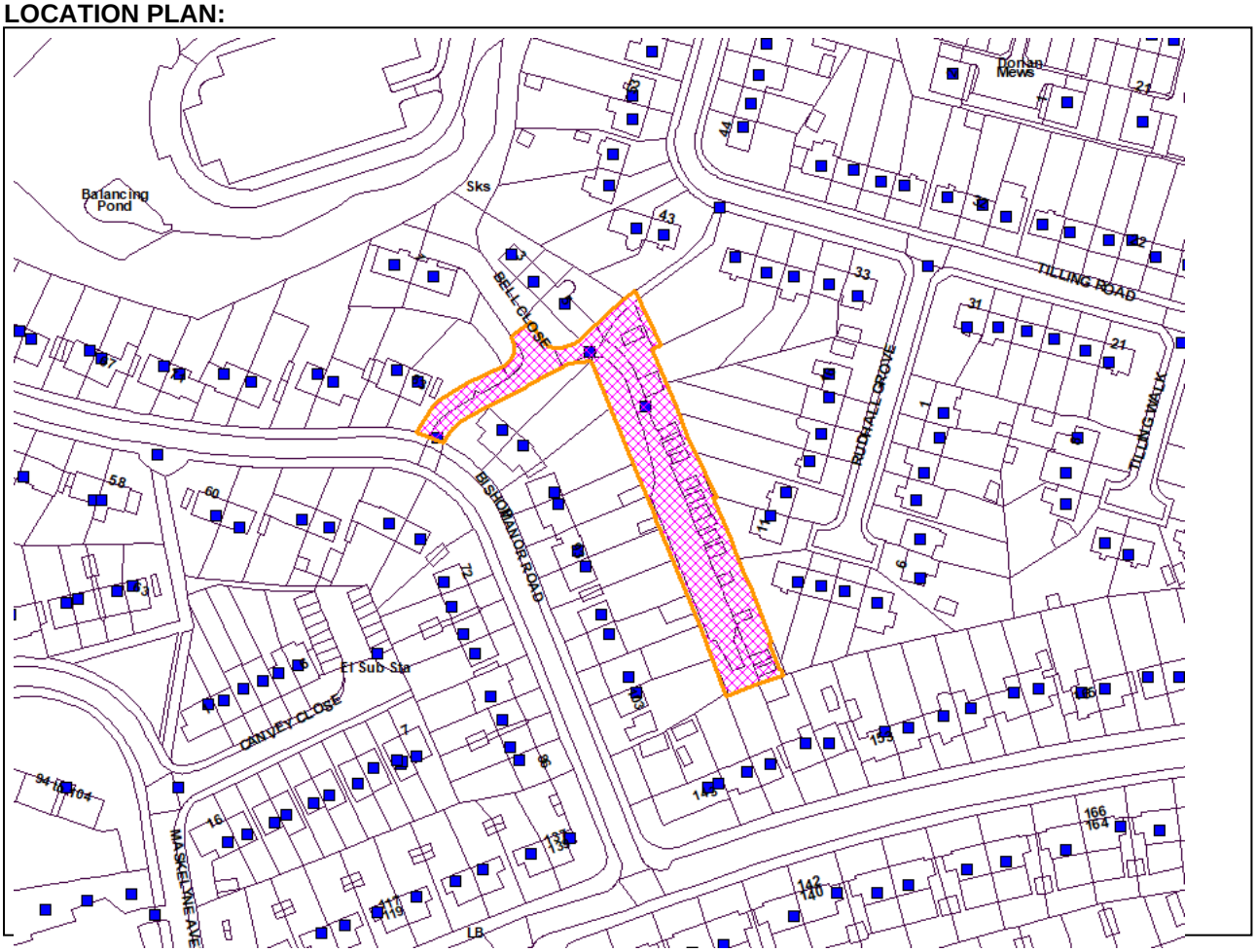
RECOMMENDATION: Grant subject to Condition(s)

AGENT: CSJ Planning Consultants Ltd
1 Host Street
Bristol
BS1 5BU

APPLICANT: Bristol City Council
C/O Agent

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

LOCATION PLAN:



Development Control Committee B – 14 September 2022
Application No. 22/01608/FB : Garages Bell Close Bristol

The application is brought Committee due to the site being Council owned land and a Housing delivery site.

BACKGROUND

The application site is located off Bell Close within close proximity to Southmead Hospital within the Manor Farm area in Horfield.
The site comprises an approximately L-shaped sloping piece of brownfield land. Previously occupied by a number of single storey garage plots that have since been demolished, the site is surrounded by residential properties and it is accessed either via a pedestrian footpath to the North that connects Bishop Manor Road to Tilling Road, or by vehicle from the adjacent road, Bell Close. There are several points on the western boundary of the site where rear properties access is gained to existing residential properties. The site is owned and managed by Bristol City Council.

PROPOSAL

Following on from the exhibition at the Bristol Housing Festival that took place in October 2018, Bristol City Council has committed to support the Festival initiative and to making land available for innovative solutions to address the shortage of housing stock in Bristol. GAP House is a contemporary, cost effective single person eco-home designed to fit onto derelict urban plots.

The application scheme proposes the removal of the existing garage foundations, which total 227sqm, to be replaced with 9no homes. All of the proposed houses would be 1 bedroom two storey and aimed non-family single occupants.

HISTORY

21/00604/PREAPP Provision of 9 no residential dwellings (Use Class C3). Provision of car and cycle parking, refuse and recycling storage, and hard and soft landscaping.

RESPONSE TO PUBLICITY AND CONSULTATION

Neighbouring properties have been consulted and 6 letters of objection has been received with the following planning issues:

Amenity: Overlooking
Upper terraces will overlook the gardens of Bishop Manor Road.
Views from the upper floor of the end dwelling would result overlooking to the garden of 5 Bell Close.

Privacy
Concerns of privacy to the garden of 93 Bishop Manor Road as the Security Gates will be removed which screen the existing garden. The fence proposed is not a sufficient height.

Light Pollution from the proposed street lamps to 5 Bell Close.

Parking
As gates will be removed public will be able to access the parking, blocking the access without any parking enforcement.
Concerns that the highway will come right to the driveway of 5 Bell Close causing concerns for the safety of pedestrian traffic.

Refuse
Concerns of the proximity of bin storage to 5 Bell Close would cause unpleasant odour and present a

fire hazard.

Construction
Concerns of access being affected access during
Damage during construction to fence at 5 Bell Close.

Light Pollution from the proposed street lamps to 5 Bell Close.

City Design
Objection - Concerns over space standards not being met. Suggestions have been made to increase the amount of internal space. Concerns that outlook is poor.

Transport Development Management (TDM)
No objections subject to conditions.

Site is within a sustainable location and access arrangements are considered acceptable subject to conditions. The site will facilitate refuse pick up from a communal area with cycle and parking provision being acceptable.

Contaminated Land
No objections subject to condition including an intrusive site investigation prior to commencement.

Sustainable Cities
No objections subject to conditions.

Complies with the Heat Policies with inclusion of Air Source Heat pumps and PV panels.
Overall the proposals represent very good practice in terms of sustainable, low carbon design and construction.
8 parking spaces are to be provided and 3 Electric Vehicle charging points will be provided serving 6 cars with passive charge provision. This exceeds recommended requirements.

Environmental Protection
No Objections subject to conditioning a CMP.

Tree Officer
No objections subject to MOU will cover financial contributions
In accordance with the Bristol City Council tree replacement calculation, 35 new tree will need to be planted to compensate for those felled. 10 tree are proposed to be planted on site with a financial contribution proposed for the remaining trees.

Housing Enabling Manager
No objections

Site is 100% affordable Housing for Social rent providing much needed single person 1 bedroom accommodation which is lacking citywide.

Crime Prevention Officer
Some concerns raised

Lack of natural surveillance along the new access road in front of the units and in particular around the parking area.

Nature Conservation
No objections

A Biodiversity Net Gain Assessment that assesses the level of enhancement is also included with this application. This shows a 17% increase in biodiversity following completion of the development.

Flood Risk Manager
SUDS Calculations require updating otherwise no objections.

Ward Members
No response received consultation period expired.

RELEVANT POLICIES

National Planning Policy Framework – July 2021
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 and the Hengrove and Whitchurch Park Neighbourhood Development Plan 2019.

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 PROPOSED DEVELOPMENT ACCEPTABLE IN PRINCIPLE?

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 DM21 states that development in involving the loss of gardens will not be permitted unless the proposal would represent a more efficient use of land at a location where higher densities are appropriate; or the development would result in a significant improvement to the urban design of an area. In all cases, any development of garden land should not result in harm to the character and appearance of an area.

The proposed development is situated in close proximity to bus stops and within walking distance. Additionally there are smaller service sites within a 400 metre walking distance. This is sufficient for the Local Planning Authority (LPA) to conclude that the site is in a sustainable location where higher densities would be appropriate as per policy DM21.

The design of the development will be discussed in more detail in Key Issue B however overall it is considered that the proposal can be considered to represent quality urban design and would not be out of keeping with the character of the surrounding area.

The site is located within an area of existing residential development. It is located on a main bus route into and out of the city centre. It is in a sustainable location where national and local plan policies encourage the more efficient use of land, subsequently the redevelopment of the site for residential use is acceptable in principle.

In summary, the proposed development would contribute additional units to Bristol City Council housing targets as set out by policies BCS1 and BCS5 and would comply with the requirements of policy DM21. The proposal is acceptable in principle.

TENURE

Policy BCS18 of the Core Strategy seeks to provide a mix of housing tenures, types and sizes to help

support the creation of mixed, balanced and inclusive communities.

Following on from the exhibition at the Bristol Housing Festival that took place in October 2018, Bristol City Council has committed to support the Festival initiative and to making land available for innovative solutions to address the shortage of housing stock in Bristol.

The proposed development comprises 9no dwellings with all dwellings providing 1 bedroom dwellings. The proposal is an innovative solution seeking to meet a specific demographic, specifically providing 100% affordable housing for single occupants (such as temporary, move-on etc). The site is not a major planning and therefore does not have any affordable housing requirements and therefore goes above and beyond of what can be provided however the affordable housing provided cannot be conditioned as it is not a policy requirement. However given that the site is council owned site the provision of an affordable housing site is fairly secure.

The site falls within Lockleaze ward, which is in North Bristol. In accordance with policy BCS17/DM3 the site is under the threshold for an affordable housing contribution. However, in this case Bristol City Council is the applicant and landowner and 100% affordable housing is proposed to be delivered on site.

Across the city there is a high demand for housing, in particular affordable housing. As of 1st April 2021, there were 15,487 live applicants on the housing register. 55% of applicants on the housing register as of the 1st of April 2021 require a 1-bedroom property. The Housing Strategy and Enabling team are pleased that this scheme will help towards meeting the need for 1-bedroom homes.
This scheme will be providing 100% Social Rent which is supported by the Housing Strategy & Enabling team.

B. IS THE DESIGN OF THE PROPOSED DEVELOPMENT ACCEPTABLE?

Policy BCS21 states that new development should be of high quality, and should contribute positively to an area's character and identity.

Policy DM27 sets out that the layout and form of new development should contribute to the creation of quality urban design. The height, scale and massing of development should be appropriate to the immediate context.

The wider area is predominantly residential with houses located in semi-detached or terraced form. The one exception is the large Southmead Hospital complex which is located to the north beyond Bell Close.

Following on from the exhibition at the Bristol Housing Festival that took place in October 2018, Bristol City Council has committed to support the Festival initiative and to making land available for innovative solutions to address the shortage of housing stock in Bristol. GAP House is a contemporary, cost effective single person eco-home designed to fit onto derelict urban plots.

The application scheme proposes the removal of the existing garage foundations, which total 227sqm, to be replaced with 9no homes. All of the proposed houses would be 1 bedroom two storey and aimed non-family single occupants.

The layout of the proposed development locates all the dwellings on the eastern side of rear access track. The properties will look out west over the new access road at ground level and northwards at first floor level. The dwellings will include a private amenity space at upper level, which looks out over the new access road, with a privacy screen to avoid views in the adjoining gardens.

The dwellings will share allocated parking spaces located to the south end of the site. The dwellings are proposed to sit within the previously developed area of the site, where the garages are mainly

located.

The site is within a sub-urban residential landscape and the Proposed Development will be up to two storeys in height, which is in keeping with the surrounding buildings. The site occupies a back land position so views into the site are limited to adjacent properties and Bell Close to the north.

To minimise effects on the existing townscape character, new buildings will be sensitively laid out and avoid being overly visually intrusive or overbearing. The overall scale and appearance of the proposed development will aim to integrate with the current residential context.

The scale of the proposed development responds to the neighbouring residential buildings and the average height of 2 storeys. The breaks and setbacks to the proposed terrace have been introduced to the facades to reduce the overall mass of the building simultaneously creating a distinctive modern architectural character to the new development. In addition, the single slope to the roof not only reduces the mass of the building but presents the opportunity for the integration of PV panels orientated toward to south.

In terms of materials proposed the red tone of the cladding is referenced to the neighbouring houses on Bell Close as well as a number of houses on Rudhal Grove and Tilling Road

The proposed width, height and scale of the design is inkeeping with the backlands nature of the other dwellings within the wider streetscene. The proposed design is modern and innovative and would transform a backland site and contribute positively to the character and appearance of the area.

In summary, the proposed development is considered to be acceptable in terms of design.

C. WOULD THE PROPOSAL HARM THE RESIDENTIAL AMENITY OF NEIGHBOURING OCCUPIERS?

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

Policy DM29 states that new development should ensure that existing and proposed development achieves appropriate levels of privacy, outlook and daylight.

The proposed dwellings have been designed that no upper windows face west over the existing dwellings on Bishop Manor Road. The only views on the upper floor facing west will be off the proposed balconies which would be around 9.3 metres from the boundary of the gardens. The gardens are large and around 18 metres deep. The distance is considered acceptable given the significant depth of the existing gardens with many containing garages sheds, and car ports at the end not considered to areas that require privacy to the extent of the remaining garden. The distance from the proposed balcony to the windows of at the rear of the dwellings is around 27.5 metres which is considered acceptable.

To the north of the amended plans have added a suitable screen to the side of the proposed balcony to avoid overlooking to the side and rear of no 5 Bell Close and rear garden of 43 Tilling Road. This has been conditioned to be installed prior to occupation.
To the rear of the proposed dwellings no windows are proposed this would avoid any potential overlooking to the East and rear of properties on Rundhall Grove.

The proposal is not considered to result in overlooking that would be detrimental to neighbour amenity.

As identified by the topographical survey, an approximate 2 meters drop occurs along the eastern boundary. The adjacent site elevation and section illustrate that the proposed units in close proximity with the properties at no. 10, 11 and 12 of Rundhall Grove, will sit significantly lower in respect to the

adjacent terrain level.

A new fence will be installed and hedge planted as part of the development. This, together with the difference in height between the new development and the existing fabrics will result in a reduced impact on neighbouring properties. 1.2 metre fencing has been provided mainly in areas where dwellings have 1.8 metre fencing on Bishop Manor Road however the distance of the proposed dwellings being around 9 metres to the boundary of the existing dwellings is acceptable and it would be unreasonable to condition larger fencing. Residents are able to erect a suitable fence on their boundary to improve screening if they require.

It is not anticipated that the proposal would give rise to an unacceptable degree of loss of light, overshadowing or loss of privacy. The architectural package includes a shadow study. This shows there to be minimal impact from the development onto the existing houses and gardens. There is likely that the existing buildings will retain their current level of daylight and sunlight. This is primarily due to the location and height where the existing buildings stand.

The proposal is not considered to result in an overbearing impact or loss of light that would be considered detrimental to neighbour amenity.

Environmental Protection have raised no objections to the proposed lighting plan and the proposed lighting is not considered to disrupt neighbour amenity.

It is considered that the proposed development in this case would not detrimentally impact the amenity of neighbouring occupiers.

In summary, the development would accord with policies BCS21 and DM29.

D. WOULD THE PROPOSED DWELLING CREATE AN ACCEPTABLE STANDARD OF AMENITY FOR FUTURE OCCUPIERS?

Policy BCS15 states that development should address issues related to flexibility and adaptability, allowing future modification of use or layout, facilitating future refurbishment and retrofitting.

Bristol Core Strategy Policy BCS18 makes specific reference to residential developments providing sufficient space for everyday activities and states that space should be flexible and adaptable, by meeting appropriate space standards.

Policy BCS21 sets out that new development should create a high quality living environment for future occupiers and should create buildings and spaces that are adaptable to changing social, technological, economic and environmental conditions.

Each dwelling measures 48sqm Gross Internal Area (GIA). Nationally Described Space Standards do not provide a minimum GIA for 1 bedroom, 1 person, 2 storey dwellings for which these houses are aimed. However the closest match would be a 2 storey, 2 person unit which would require a minimum of 58sq metres. Whilst these units fall short of the nearest national standards for a 2 person dwelling, they are flexible and adaptable, which is the key requirement of policy BCS18. Suggestions were however made to increase the proposed internal floor space however which would appear feasible in theory however the agent has suggested the modular nature of these buildings would not allow for such external adaptations. The proposal however would provide the intended single occupants much larger accommodation then the minimum standard of a 37sqm unit with single storey, single bedroom and shower room.

The houses have been specifically designed for and are intended to be used by single occupants in line with Bristol City Council Housing Team's future needs. The properties would be advertised through home choice with clear marketing text explaining that only 1 person households will be

offered a tenancy. This cannot be conditioned however is it appears there a likely guarantee that this will be adhered to given the management via the local authority.

The proposal has both outdoor amenity space and balcony and internal storage space and is considered acceptable space for the type of dwelling proposed.

The units are dual aspect with outlook to the west and north for the kitchen/living space. The bedrooms have a restricted outlook to the north with most facing the neighbouring unit. This would be potentially improved with an outlook to the front elevation however attached to the bedrooms is a terrace with a dual outlook on 8 of the 9 units to north and west and so no outlook is feasible to the rear of the units.

On balance given the units are smaller and provided with dual outlook the proposal is considered to be acceptable in this aspect.

Space Standards

In the absence of specific guidance on how to apply space standards to this modern form of housing delivery and mindful of the characteristics of the development, it is considered that the application proposal can be regarded as acceptable as set out below in the design section. They are an imaginative means of securing additional much needed homes on a constrained site. While the homes are smaller than what is required under national space standards, your Officers are mindful of the high quality of accommodation proposed. It is therefore considered that the application can be supported.

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

Policy BCS10 states that developments should be designed and located to ensure the provision of safe streets.

The existing access, between Bishop Manor Road and the hardstanding in the site will be widened to provide 6.5m shared surface arrangement, which will serve both the existing dwellings of Bell Close as well as the site. Existing garden boundaries will be modified to create suitable access for refuse and recycling vehicles. Fire access is provided along the same route and the minimum width of 3.7m wide access will be maintained with adequate turning arrangements. All existing rights of access have been preserved within the site and further existing long term resident vehicular accesses have been preserved. No concerns are raised regarding the submitted swept path analysis.

As the site will not be adopted street lighting does not have to be constructed to an adoptable standard. Highways have no objection to the proposed street lighting.

i) PARKING

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.

There is capacity for 8 parking spaces overall. 3 Electric Vehicle charging points will be provided serving 6 cars. This is considered acceptable. these have been designed to meet BCC's standards of at least 4.8m x 2.4m.

The applicant has undertaken a car ownership analysis of the local area to determine the likely car ownership level of the site. 'Based on this data, for the MSOA within which the site lies, approximately 25% of households own no cars or vans. As such, based on this existing pattern of car ownership for this area, and taking this as representative of the site, it is anticipated that a proportion of households will not own a car; this therefore complements the opportunity to provide a level of parking that is lower than the 'maximum' requirement based on the parking standards'.

The applicant has also undertaken parking beat surverys of the local area to establish the parking availability of the local area. The parking surveys show there is space within the vicinity of the site to accommodate any overspill that may be generated by the development. Given this and the above data for the local area no concerns are raised. TDM are also content any measures to prevent parking along the site access could be adequately secured by condition.

ii) CONSTRUCTION MANAGEMENT

TDM recommend a condition requiring the submission of a construction management plan be applied should a permission be granted. This would need to be provided pre commencement and detail the impact of the development upon the highway network.

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 ref use containers to reflect the current collection regime.

F. CYCLE PARKING

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

The proposal provides secure cycle storage cycle to the front of each dwelling and the proposed development this is considered to comply with policy DM23 and has been conditioned.

G. REFUSE STORAGE

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

A refuse collection point is proposed at the northern end of the site; as such refuse would be moved to this collection point on collection day and collected by waste collection operatives. The servicing of the store by Bristol Waste is considered acceptable given refuse vehicles already service the existing dwellings along Bell Close. It is noted the distance required by residents of units 1-3 exceeds Manual for Streets guidance and Bristol Waste guidance on this issue however given the sites constraints and the inability for the site to adequately accommodate an 11.4m refuse vehicle it is not felt this could constitute a reason for refusal. This access point is temporary and secured and not considered to result in odour issues or a fire hazard to existing residents due to its enclosed and controlled arrangements.

Refuse storage is proposed off-street at the rear elevation and is acceptable. Conditions are recommended to secure this provision.

H. DOES THE PROPOSED DEVELOPMENT ADEQUATELY MEET OBJECTIVES OF SUSTAINABILITY AND CLIMATE CHANGE?

The Bristol Core Strategy requires that new development is sustainable and contributes to both mitigating and adapting to climate change. The requirements in respect of new development are set out in policies BCS13, BCS14, BCS15 and BCS16.

The applicant acknowledges the requirement for development proposals to follow the heat and energy hierarchies set out in policy BCS14. In terms of heating/cooling, due to the scale of the proposed development a heat network or CHP system is unlikely to be feasible. It is proposed that a combined air source heat pump and roof mounted PV panel system is used for the development and be taken forward. For energy, early indications are that 80% savings are expected on residual carbon emissions through the use of solar photovoltaic panels on the buildings and air source heat pumps.

An overheating assessment is also included with the application and shows that all properties pass the assessment when assessed against the most extreme projections (2080).

Energy efficiency measures represent very good practice with some highly insulated elements / low U-values. Air source heat pumps proposed for heating and hot water - this is in line with the heat hierarchy and is welcomed.

Overall the proposals represent very good practice in terms of sustainable, low carbon design and construction.

8 parking spaces are to be provided and 3 Electric Vehicle charging points will be provided serving 6 cars with passive charge provision. This exceeds recommended requirements.

I. CONTAMINATED LAND

Policy DM34 of the Development Management Policies states that new development should address any existing contamination via appropriate mitigation and ensure that there is no unacceptable risk of pollution within the site or the surrounding area. The planning submission is supported by a Phase I Ground Conditions Report. This sought to identify potential sources of contamination and conclude if any made ground and associated potential contaminants are likely to be present on site. The phase 1 report, which included research into the past uses of the site and the surrounding area and production of a contamination conceptual model identifying potentially complete pollutant linkages was undertaken. This concluded that the only likely sources of contamination were on site, from the construction and demolition of the garages, and the use of the site for storage and presumably repair of cars. Possible sources of contamination are asbestos, hydrocarbons and heavy metals

A site investigation is to be carried out, to prove ground conditions for foundation design. This will include sampling and testing for the identified potential contaminants 6.29. Based on the assessment carried out to date, suitable site remediation works can be undertaken to ensure that the contamination, and subsequently the risk to human health, is eliminated from the site in line with policy DM34.
Contaminated land have raised no objections subject to conditions which have been added.

J. DRAINAGE

A Drainage strategy has been provided and subject to amendments recommended by the Council's Drainage Team, which will be secured by condition, the strategy is acceptable.

K. TREES

Policy DM17 of the Development Management Policies refers to the integration of existing trees into

development. It states that where tree loss is accepted, replacement provision in line with the Bristol Tree Replacement Standard (BTRS) should be provided. The tree survey (undertaken on 5th October 2020) and Impact Assessment (prepared 2nd February 2022) identified twenty-six individual trees, three tree groups and six hedgerow features which are in fair to good condition. These features range from moderate (Category B) to very low (Category U) in value. The moderate value trees within or adjacent to the Site contribute well to the character of the Site and local amenity. Where possible, all moderate value trees have been retained, and any potential removal discussed in advance with Bristol City Council. The design layout has focussed as far as possible on the areas occupied by the footprint of the existing access road and garages. It is acknowledged that some trees on adjacent land may need to be removed to facilitate the development and discussions with these landowners has taken place.

The direct and indirect effects of the proposed development on trees is detailed in the Arboricultural Impact Assessment, including measures to protect retained trees and recommendations for replacement planting in accordance with the BTRS.

In summary this identifies 12 grade C trees and a further 4 grade U trees for removal. In accordance with the Bristol City Council tree replacement calculation, 35 new trees will need to be planted to compensate for those felled. 10 trees are proposed to be planted on site with the financial contribution being £19,130.25 to cover the loss of the remaining trees. However as this is a Council application it has been conditioned that the replacement of 25 news trees will be provided off site in preferably suitable local locations agreed with the Council.

L. NATURE CONSERVATION

Policy BCS9 of the Core Strategy states that sites of biological and geological conservation importance will be protected. Policy DM19 of the Development Management Policies states that development should avoid harm to identified habitats, species and features of importance.

This application is supported by an Ecological Assessment for the site, undertaken by Diversity Environmental Consultants in February 2022.

The site supports mainly hardstanding comprising concrete garage footings and a tarmacked driveway. There are small, isolated, patches of ruderal vegetation and limited amounts of boundary vegetation. The vegetation is mostly a mix of ruderal and ephemeral species indicative of disturbed ground. Where there is some depth of soil the vegetation is characterised by tussock-forming grasses notably Yorkshire fog (Holcus lanatus) and broad-leaf garden 'weeds' such as common nettle (Urtica dioica) but where soil is thin, drought tolerant species such as reflexed stonecrop (Sedum reflexum) occur This is an successional habitat that can provide nectar food sources for adult invertebrates and host plants for eggs and larvae. The extent of habitat here is limited, however, and devalued by tipped waste and possible ground contamination. There is little or no potential for terrestrial mammals on site other than common and widespread species such as wood mouse (Apodemus sylvaticus).

The site offers very poor-quality habitat for reptiles. However, it is possible that slowworms (Anguis fragilis) occasionally inhabit the corners of the site where there is ruderal vegetation and grassland. The presence of this species is dependent on how neighbouring gardens are managed e.g., with or without use of pesticides.

Depending on whether any of the adjacent gardens contain ponds, it is possible that that common frog (Rana temporaria) occurs at the edges of the site within areas of ruderal vegetation. Due to the landlocked nature of the site there is no potential for great crested newt. Due to the narrow width of the site, development is unlikely to be achievable without impacting on vegetation. The habitats affected are low value, small in area, and easily recreated, consequently the impact is considered to be of minor ecological significance.

Four bird boxes have been included within the development which have been conditioned.

In addition to the mitigation measures cited above, ecological enhancement should is considered as part of site design. Enhancement includes provision of bird nest boxes, and wildflower habitat creation. A Biodiversity Net Gain Assessment that assesses the level of enhancement is also included with this application. This shows a 17% increase in biodiversity following completion of the development.

M. CRIME PREVENTION

The Crime Prevention Officer provided comments on the proposal, which highlighted a number of issues.

One of the key issues relates to the lack of natural surveillance along the new access road in front of the units and in particular around the parking area. The units have a large glazed area to the front corner with a balcony above. Whilst there is a landscape area in front of the main window, this comprises of small evergreen shrubs only. The 'large evergreen' shrub referenced is not evergreen.

The lane in front of the units is therefore considered to be suitably overlooked. Unfortunately given the unique design and constraints and with neighbours surrounding the site, there is little opportunity for additional windows on the units around the parking court. Given the design of the units there is no possibility of providing any low level windows to the rear of plot 7 and the upper floor is a bathroom and stair landing, which would not provide any meaningful surveillance. Likewise plot 8 cannot be easily altered to provide any additional surveillance without also having unnecessary overlooking of neighbouring properties.

The cycle storage drawing has been updated to show that the cycle storage pods are securely locked and include a ground anchor point within them. These are located directly in front of the properties.

In relation to the provision of a bench to the front porch area, this is an area where the architect sought to promote interaction and natural surveillance to the front of the properties.

The distance from the top of the bench to the balcony above is approximately 2.5m and any climbing would be extremely difficult, even with the bench in place, which is fixed to the ground and 1.5m away from the façade of the building.
An updated boundary fence plan has been provided. This shows where a 1.8m close boarded fence is proposed. Whilst a 1.2m fence is also proposed, this is only proposed against existing boundaries with neighbours, which are predominantly 1.8m in height.

The proposal has taken on board the comments from the Crime Prevention officer where possible and its measures against crime prevention incorporate secured by design principles where feasible.

N. OTHER ISSUES

A construction management plan has been conditioned however any potential damage to existing properties such as fences is a civil matter and should be covered by the developer.

There are no other issues.

O. ARE THERE ANY EQUALITY ISSUES?

It is considered that the scheme is inclusive of the wider community and supports equality and diversity within its design.
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 determination of this application would not have any significant adverse impact upon different groups or implications for the Equalities Act 2010.

CONCLUSION

This application must be seen in the context of the City Council's support for the Bristol Housing Festival and its stated intention to experiment with different types of housing solution to resolve the identified housing need in the city.

The proposal is intended to be 100% affordable low carbon housing; the proposal makes effective use of a restricted backland site.
Overall the proposed development would respect policies BCS18, BCS21, DM21, DM27 and DM29 and would contribute 4 no. dwelling to Bristol City Council housing targets as outlined by policies BCS1 and BCS5. The proposed benefit of additional dwellings which are considered to be inkeeping in design with the wider streetscene would be a positive benefit to the area.

The proposal is not consider to impact on neighbouring living conditions that would be detrimental to amenity. The benefits of social housing provision of this proposal are considered to outweigh any harm it is recommended that permission be granted to the proposed development in this case.

The application is recommended for Approval subject to conditions following an MOU regarding Highway Contributions.

COMMUNITY INFRASTRUCTURE LEVY

How much Community Infrastructure Levy (CIL) would the development be required to pay?
£32014.29

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 this application would not have any significant adverse impact upon different groups or implications for the Equality Act 2010.

RECOMMENDED GRANT subject to condition(s)

Time limit for commencement of development

1. Full Planning Permission

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

   Reason: As required by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

Pre commencement condition(s)

2. Construction Management Plan

No development shall take place until a site specific Construction Management Plan has been submitted to and approved in writing by the Council. The plan must demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting.

Advice
The Construction Environmental Management Plan should also include but is not limited to reference to the following:

- All works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed with the Local Planning Authority, shall be carried out only between the following hours: 08 00 Hours and 18 00 Hours on Mondays to Fridays and 08 00 and 13 00 Hours on Saturdays and at no time on Sundays and Bank Holidays.
- Mitigation measures as defined in BS 5528: Parts 1 and 2 : 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works.
- Procedures for emergency deviation of the agreed working hours.
- Control measures for dust and other air-borne pollutants .
- Measures for controlling the use of site lighting whether required for safe working or for security purposes.
- Procedures for maintaining good public relations including complaint management, public consultation and liaison.

Reason: In the interests of residential amenity

3. No development 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 has been prepared, 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. This is in line with paragraph 170 of the National Planning Policy Framework.

4. Sustainable Drainage System (SuDS)

Notwithstanding the submitted Drainage plan no development other than enabling works as defined by this permission shall take place until a revised detailed design, management and maintenance plan of surface water drainage for the site using SuDS methods in line with the submitted Drainage Strategty 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.

5. Prior to commencement of development, other than enabling works as defined by this permission, full details of the Air Source Heat Pumps and PVs (including the exact location, dimensions, design/ technical specification) together with calculation of energy generation (kWh/annum) and associated CO2 emissions to achieve a 20% reduction on residual emissions from renewable energy in line with the approved energy statement (BSC, April 2021) should be submitted to the Local Planning Authority and approved in writing.

   Prior to occupation the following information shall be provided:
   - Evidence of the PV system as installed including exact location, technical specification and projected annual energy yield (kWh/year) e.g. a copy of the MCS installer's certificate.
   - Evidence of the ASHPs system as installed

   The renewable energy technologies shall thereafter retained.

   Reason: To ensure that the development contributes to mitigating and adapting to climate change and to meeting targets to reduce carbon dioxide emissions

6. Prior to commencement of development, other than enabling works as defined by this permission. Evidence should be provided to show that the air permeability rate of 3m3/m2.hr @50 Pa has been achieved, including the provision of copies of the air testing certificates to be submitted and approved in writing by the Local Planning Authority.

   Reason: The air permeability will contribute to the overall efficiency, energy demand and emissions of greenhouse gases of the scheme. To ensure that the development achieves the level of energy efficiency specified in the Energy Statement with reference to policies BCS13 and BCS14.

7. Provision of material samples/sample panels on site for inspection

   Sample panels of all external materials including wall facing materials, external cladding, plinth, external doors and windows including frames, sills, lintels and surrounds, door/window, decorative features, eaves, rainwater goods demonstrating the colour, texture, face bond and pointing shall be erected at an appropriate location on site and approved in writing by the Local Planning Authority before the relevant parts of the works are commenced.
   The development shall be completed in accordance with the approved reference panel before the building is occupied. The approved reference panel should be retained until the completion of the building.

   Reason: In order to ensure the quality of the design and external appearance of the building is of high quality and compliant with the local Plan.

8. Landscape Details

   Notwithstanding the approved plans detailed drawings including plans, sections and elevations at a relevant scale between 1:5 and 1:20 of the following shall be submitted to and be

approved in writing by the Local Planning Authority before the relevant part of work is begun. The works shall be carried out in accordance with that approval.

- Full details of tree pit construction in highway and soft landscape areas showing relationship to the surrounding highway and footway paving, tree grills where used, nature of growing medium, size of pits, tree support, method of anchoring and means of irrigation to ensure the provision of optimum growing conditions for newly planted trees.
- Construction details for junctions between i) paving materials (showing changes of level) and ii) between areas of hard and soft landscape treatments.
- Construction details of boundary treatments, retaining walls
- Details of street furniture including seating, lamps

Reason: To ensure that the appearance of the proposed landscaping is acceptable.

9. Maintenance Plan

A detailed maintenance plan to ensure establishment of the soft landscape works for the scheme over the first 5 years should be provided and agreed with the local planning authority prior to the commencement of soft landscape works.

Once agreed, the soft landscape should be maintained in accordance with these plans.

Reason: To ensure that approved landscaping scheme is maintained following its implementation.

10. Highway works - General arrangement plan

No development shall take place until general arrangement plan(s) to a scale of 1:200 showing the following works to the adopted highway has been submitted to and approved in writing by the Local Planning Authority.

Where applicable indicating proposals for:

- Existing levels of the finished highway tying into building threshold levels
- Alterations to waiting restrictions or other Traffic Regulation Orders to enable the works
- Signing, street furniture, street trees and pits
- Structures on or adjacent to the highway
- Extent of any stopping up, diversion or dedication of new highway (including all public rights of way shown on the definitive map and statement)

No development shall take place over the route of any public right of way prior to the confirmation of a Town & Country Planning Act 1990 path diversion/stopping up order.

Prior to occupation these works shall be completed to the satisfaction of the Highway Authority and 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; approved in good time (including any statutory processes); undertaken to a standard approved by the Local Planning Authority and are completed before occupation.

11. Highway Condition Survey

No development shall take place (including investigation work, demolition, siting of site compound/welfare facilities) until a survey of the condition of the adopted highway has been

submitted to and approved in writing by the Local Planning Authority. The extent of the area to be surveyed must be agreed by the Highways Authority prior to the survey being undertaken. The survey must consist of:

- A plan to a scale of 1:1000 showing the location of all defects identified;
- A written and photographic record of all defects with corresponding location references accompanied by a description of the extent of the assessed area and a record of the date, time and weather conditions at the time of the survey.

No building or use hereby permitted shall be occupied or the use commenced until any damage to the adopted highway has been made good to the satisfaction of the Highway Authority.

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

Pre occupation condition(s)

12. 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.

13. Completion of Vehicular Access - Shown on Approved Plans

No building or use hereby permitted shall be occupied or use commenced until the means of vehicular access has been constructed and completed in accordance with the approved plans and the said means of vehicular access shall thereafter be retained for access purposes only for the lifetime of the development. Any access point opening onto the adopted highway shall include suitable drainage provision within the curtilage of the site, to prevent the discharge of any surface water onto the adopted highway.

Reason: To ensure that the vehicular access point is safe and includes adequate drainage.

14. 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.

15. 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.

16. 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.

17. Management and Maintenance of Private Streets

No building or use hereby permitted shall be occupied or use commenced until details of arrangements for the future management and maintenance of proposed carriageways, footways, footpaths and landscaped areas not put forward for adoption within the site has been submitted to and approved in writing by the Local Planning Authority. Following occupation of the first dwelling on the site, the streets shall be maintained in accordance with the approved management and maintenance details.

Reason: To ensure that all private streets and landscaped areas are appropriately managed and maintained to ensure the safety of all users.

18. Permissive Routes

No building or use hereby permitted shall be occupied or use commenced until details of how the permissive route will be kept open, free from any obstruction, in a safe condition for use by members of the public 364 days of the year and clearly marked to indicate that there is no indication to dedicate as part of the adopted highway, has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the provision of an unrestricted and safe route for the use of members of the public.

19. Car Park Management Plan

No building or use hereby permitted shall be occupied or use commenced until a car park management plan setting out how the car park will be managed has been prepared, submitted to and approved in writing by the Local Planning Authority. The measures shall thereafter be implemented in accordance with the approved car park management plan for the lifetime of the development.

Reason: To ensure the safe operation of approved car park(s).

20. The Electric Vehicle Charging Points as approved shall be installed prior to occupation and retained in that form thereafter for the lifetime of the development.

    Reason: To promote sustainable travel, aid in the reduction of air pollution levels and help mitigate climate change.

21. In the event that contamination is found, no occupation of the development shall take place until the approved remediation scheme has been carried out in accordance with its terms. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report (otherwise known as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced, and be approved in writing by the Local Planning Authority.

    Reason: To ensure that risks from land contamination to the future users of the and 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.

22. In the event that contamination is found at any time that had not previously been identified when carrying out the approved development, it must be reported immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the Environment Agencys 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. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

    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.

23. Prior to occupation of the dwelling hereby approved, there shall be submitted and approved in writing by the Local Planning Authority full 'as built' SAPs calculations and supporting site-wide calculations demonstrating a minimum site wide C02 emissions reduction of 20% below the Part L2013 Target Emission Rate, (TER).

    Reason- To ensure that the development is constructed in the fabric specification stated in the approved energy statement, which will combine with the renewable energy to achieve the approved reduction in C02 emissions.

24. Installation of Bird Boxes - Shown on approved plans

    No building or use hereby permitted shall be occupied or the use commenced until the Bird Boxes; have been completed in accordance with the approved plans.

    Reason: The implementation of the development without the bird boxes would result in an unacceptable scheme which would be detrimental to the preservation

25. Installation of Privacy Screen - Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the Privacy Screens have been completed in accordance with the approved plans.

Reason: The implementation of the development without would result in an unacceptable scheme which would be detrimental to the amenities of adjoining properties.

Post occupation management

25. 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.

26. Offsite replacement trees following felling of trees

25 offsite replacement trees shall be planted within the first available planting season following the felling of the trees hereby approved, in accordance with a programme and locations agreed in writing with the council and shall be planted in the location and position shown on the approved plans; unless any alterations to the species, size and location are agreed in writing by the council.

Reason: In the interest of the amenity of the area.

List of approved plans

27. 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.

o Drawing ref GAP-BDP-XX-XX-PL-L-000001 rev P06 Proposed Landscape Plan;
o Drawing ref: GAP-BDP-XX-XX-PL-L-000003 rev P02 Proposed Fencing Plan
o Drawing ref: GAP-BDP-ZZ-ZZ-DR-A-86001 rev P04 Waste and bike Storage
o Drawing ref; GAP-BDP-ZZ-ZZ-DR-A-900001 Rev P02 Privacy Screens and Bird Boxes
o BNG Spreadsheet matrix;
o PV panels technical specifications;
o Parking surveys (day and night)
o Swept path drawing ref: 908 rev P1

All above as received on the 10/06/2022.

GAP-BDP-ZZ-ZZ-PL-A-90001-P02 Site Location Plan, received 30 March 2022
GAP-BDP-XX-XX-PL-L-000001-P05 Proposed Landscape Plan, received 30 March 2022
GAP-BDP-XX-XX-PL-L-000002-P05 Proposed Planting Plan, received 30 March 2022
GAP-BDP-ZZ-ZZ-VS-A-02001-VIEW 01-P01 Proposed View 01, received 30 March 2022
GAP-BDP-ZZ-ZZ-VS-A-02002-VIEW 02-P01 Proposed View 02, received 30 March 2022
GAP-BDP-ZZ-ZZ-VS-A-02003-VIEW 03-P01 Proposed View 03, received 30 March 2022
GAP-BDP-ZZ-ZZ-VS-A-02004-VIEW 04-P01 Proposed View 04, received 30 March 2022
GAP-BDP-ZZ-ZZ-VS-A-02005-VIEW 05-P01 Proposed View 05, received 30 March 2022

GAP-BDP-ZZ-ZZ-VS-A-02006-VIEW 06-P01 Proposed View 06, received 30 March 2022
GAP-BDP-ZZ-ZZ-VS-A-02007-VIEW 07-P01 Proposed View 07, received 30 March 2022
GAP-BDP-ZZ-ZZ-VS-A-02009-VIEW 09-P01 Proposed View 09, received 30 March 2022

Reason: For the avoidance of doubt.

Advices

1 Works on the Public Highway

The development hereby approved includes the carrying out of work on the adopted highway. You are advised that before undertaking work on the adopted highway you must enter into a highway agreement under Section 278 of the Highways Act 1980 with the council, which would specify the works and the terms and conditions under which they are to be carried out.

Contact the Highway Authority's Transport Development Management Team at transportDM@bristol.gov.uk allowing sufficient time for the preparation and signing of the Agreement. You will be required to pay fees to cover the council's costs in undertaking the following actions:

I. Drafting the Agreement
II. A Monitoring Fee equivalent to 15% of the planning application fee
III. Approving the highway details
IV. Inspecting the highway works

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 Highway Authority's technical approval and inspection fees paid before any drawings will be considered and approved.

2 Minor Works on the Public Highway

The development hereby approved includes the carrying out of work on the adopted highway. You are advised that before undertaking any work on the adopted highway you must enter into a highway agreement under Section 278 of the Highways Act 1980 with the council.

You will be required to pay fees to cover the council's costs in undertaking the approval and inspection of the works. Contact the Highway Authority's Transport Development Management Team at transportDM@bristol.gov.uk

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 Highway Authority's technical approval and inspection fees paid before any drawings will be considered and approved.

3 Excavation Works on the Adopted Highway

The development hereby approved includes the carrying out of excavation works on the adopted highway. You are advised that before undertaking any work on the adopted highway you will require a Section 171 (Excavation) Licence from the Highway Authority which is available at www.bristol.gov.uk/highwaylicences

4 Street Name and Numbering

You are advised that to ensure that all new properties and streets are registered with the

emergency services, Land Registry, National Street Gazetteer and National Land and Property Gazetteer to enable them to be serviced and allow the occupants access to amenities including but not limited to; listing on the Electoral Register, delivery services, and a registered address on utility companies databases, details of the name and numbering of any new house(s) and/or flats/flat conversion(s) on existing and/or newly constructed streets must be submitted to the Highway Authority.

Any new street(s) and property naming/numbering must be agreed in accordance with the Councils Street Naming and Property Numbering Policy and all address allocations can only be issued under the Town Improvement Clauses Act 1847 (Section 64 & 65) and the Public Health Act 1925 (Section 17, 18 & 19). Please see www.bristol.gov.uk/registeraddress

5 Alterations to Vehicular Access

The development hereby approved includes the carrying out of alterations to vehicular access(s). You are advised that before undertaking work on the adopted highway you will require a Section 184 Licence from the Highway Authority which is available at www.bristol.gov.uk/highwaylicences

The works shall be to the specification and constructed to the satisfaction of the Highways Authority. You will be required to pay fees to cover the Councils costs in undertaking the approval and inspection of the works.

6 Private Road

You are advised that as a result of the proposed layout and construction of the internal access road, the internal access road will not be accepted for adoption by the Highway Authority under Section 38 of the Highways Act 1980.

The development will be bound by Sections 219 to 225 (the Advance Payments Code) of the Highways Act 1980, unless and until you agree to exempt the access road.

The exemption from adoption will be held as a Land Charge against all properties within the application boundary. Contact the Highway Authorities Transport Development Management Team at DMengineering@bristol.gov.uk

7 Traffic Regulation Order (TRO)

You are advised that a Traffic Regulation Order (TRO) is required. You must submit a plan to a scale of 1:1000 of an indicative scheme for a TRO, along with timescales for commencement and completion of the development. Please be aware that the statutory TRO process is not straightforward; involving the public advertisement of the proposal(s) and the resolution of any objections.

You should expect a minimum of six months to elapse between the Highway Authority's TRO Team confirming that it has all the information necessary to enable it to proceed and the TRO being advertised. You will not be permitted to implement the TRO measures until the TRO has been sealed, and we cannot always guarantee the outcome of the process.

We cannot begin the TRO process until the appropriate fee has been received. To arrange for a TRO to be processed contact the Highway Authority's Transport Development Management Team at transportdm@bristol.gov.uk

N.B. The cost of implementing any lining, signing or resurfacing required by the TRO is separate to the TRO fees, which solely cover the administration required to prepare, consult,

amend and seal the TRO.

8 Public Right of Way

The property boundary of the development hereby approved abuts a Public Right of Way PROW (No.) (SPECIFY). You are advised that before undertaking any work you must contact the Highway Authority's Public Rights Of Way Team at rightsofway@bristol.gov.uk Whilst it may be unlikely that the Public Right Of Way will be affected by the proposed development (PROW) (No.) (SPECIFY):

- Should remain open, unobstructed and safe for public use at all times;
- No materials are to be stored or spilled on the surface of the PROW;
- There must be no encroachment onto the width of the PROW;
- No vehicles are to use the PROW without lawful authority of the landowner(s),unless a private right of way is shown on property deeds. It is the applicant's responsibility to ensure that the appropriate private right exists or has been acquired from the landowner.
- Any scaffolding and/or skips placed over or adjacent to the PROW must not obstruct public access or inconvenience the public in their use of the way and must be properly licensed. Licences are available at www.bristol.gov.uk/highwaylicences
- Any interference of the PROW either whilst demolition/construction is in progress or on completion, may well constitute a criminal offence.

If construction works are likely to temporarily affect the right of way, a Temporary Traffic Regulation Order (TTRO) may be required to close or divert the PROW for the duration of the works on the grounds of safety of the public. To discuss and/or apply for a TTRO contact the Highway Authority's Network Management Team at traffic@bristol.gov.uk

N.B. Any damage caused to the surface of the PROW during development works must be made good to the satisfaction of the Local Highway Authority.

9 Impact on the highway network during construction

The development hereby approved and any associated highway works required, is likely to impact on the operation of the highway network during its construction (and any demolition required). You are advised to contact the Highway Authorities Network Management Team at traffic@bristol.gov.uk before undertaking any work, to discuss any temporary traffic management measures required, such as footway, Public Right of Way, carriageway closures or temporary parking restrictions 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.

10 Highway Condition Survey

The development hereby approved includes the carrying out of a Highway Condition Survey. To agree the extent of the area to be surveyed contact the Highway Authority's Transport Development Management Team at transportDM@bristol.gov.uk

11 Excavation Works on the Adopted Highway

The development hereby approved includes the carrying out of excavation works on the adopted highway. You are advised that before undertaking any work on the adopted highway you will require a Section 171 (Excavation) Licence from the Highway Authority which is available at www.bristol.gov.uk/highwaylicences

12 Minor Works on the Public Highway

The development hereby approved includes the carrying out of work on the adopted highway. You are advised that before undertaking any work on the adopted highway you must enter into a highway agreement under Section 278 of the Highways Act 1980 with the council.

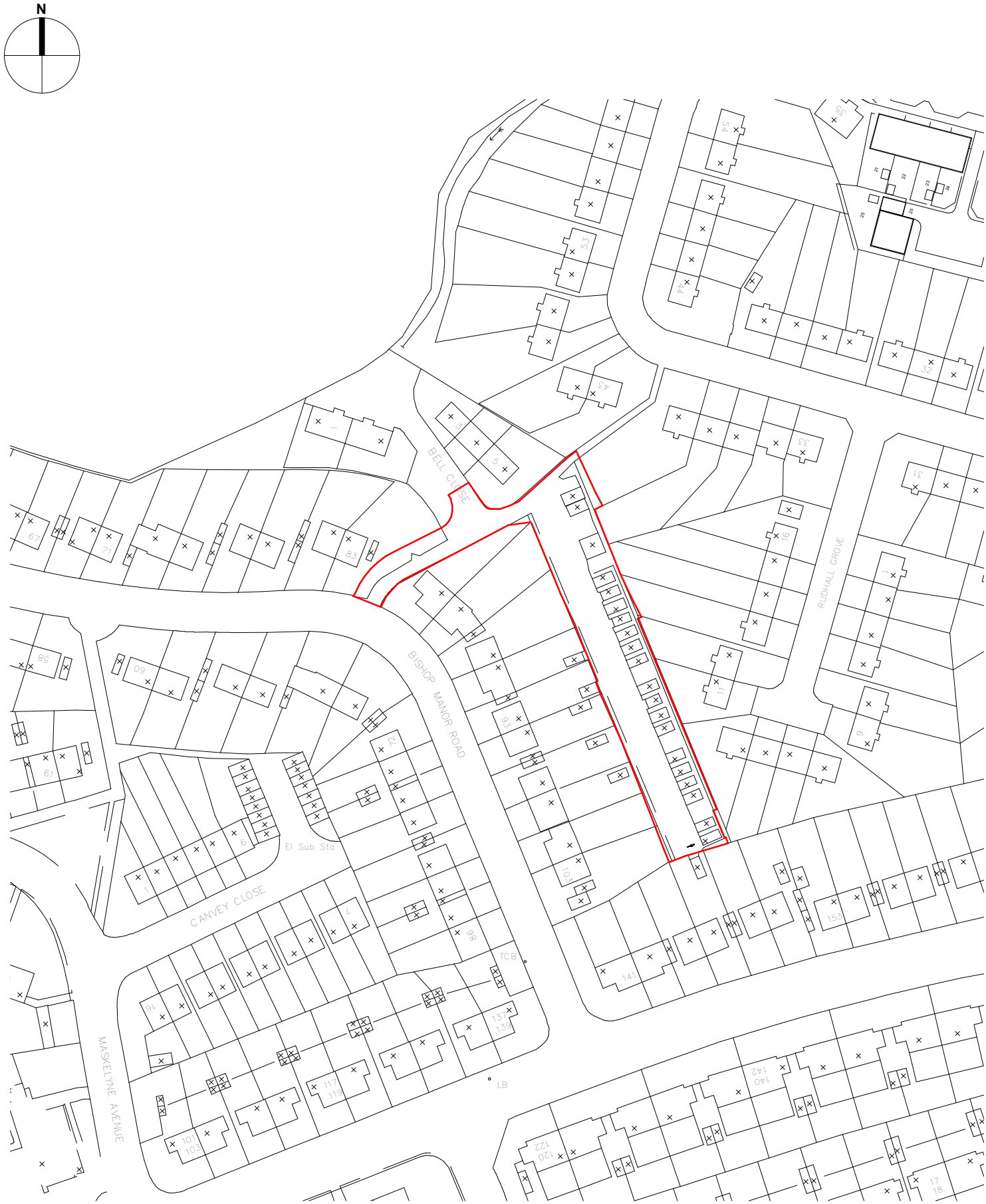
You will be required to pay fees to cover the council's costs in undertaking the approval and inspection of the works. Contact the Highway Authority's Transport Development Management Team at transportDM@bristol.gov.uk

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 Highway Authority's technical approval and inspection fees paid before any drawings will be considered and approved.

Supporting Documents

3. Garages, Bell Close

1. Location Plan
2. Proposed Landscaping Plan
3. Proposed Unit plan sections and Elevations
4. Proposed Site Sections
5. CGI view 6
6. CGI view 1
7. Privacy Screens and Bird Boxs



0 5 10 20 25

GRAPHIC SCALE 1:250

NOTES

BUILDING DESIGN PARTNERSHIP SHALL HAVE NO RESPONSIBILITY FOR ANY USE MADE OF THIS DOCUMENT OTHER THAN FOR THAT WHICH IT WAS PREPARED AND ISSUED.
ALL DIMENSIONS SHOULD BE CHECKED ON SITE.
DO NOT SCALE FROM THIS DRAWING

ANY DRAWING ERRORS OR DIVERGENCIES SHOULD BE BROUGHT TO THE ATTENTION OF BUILDING DESIGN PARTNERSHIP AT THE ADDRESS SHOWN BELOW.

DRAWINGS SHALL BE READ IN CONJUNCTION WITH THE FOLLOWING BEFORE WORK COMMENCES:
- THE CDM DESIGN ISSUES REGISTER
- THE BDP RISK SERIES OF DRAWINGS
- THE PROJECT CDM RISK REGISTER

REVISION	DESCRIPTION	DRAWN	CHECKED	DATE
P01	Issued for comment	GT	GT	15/03/22
P02	Planning Issue	GT	GT	28/03/22

PROJECT TITLE
BDP Gap House

BDP JOB NUMBER
P3001150

DRAWING TITLE
Site Location Plan

SCALE @ A4
1 : 1250

DATE FIRST ISSUED
15/11/22

DRAWING No.
GAP-BDP-ZZ-ZZ-PL-A-90001

REVISION
P02

7 Hill Street
Bristol
BS1 5RW
United Kingdom

T + 44 [0]117 929 9861

www.bdp.com

BDP.

C:\Users\gt44831\Documents\GAP-BDP-XX-XX-M3-A-20-0001_gt44831.rvt

Grass area (wildflower)

Bollards

Gate

14.78 m

Exiting road

Bell Close

New radius kerb and road widening

Lighting column replaced and relocated

New fencing and gates 1.8m high

Traffic calming

Communal access controlled bin store (2no 1100litre bins) within 5m of lorry

Zone for kerbside recycling boxes within 15m of lorry

Gate (existing)

New fence 1.8m high

New hedge

Recycling and cycle storage

New fencing in front of existing 1.2m high

Existing adopted highway crossover widened full road construction

Existing access widened to 6.5m
Full road reconstruction
Shared space with road markings to prevent parking

Access to existing garages retained

27.32 m

Gate

Turning

6 parking spaces for residents with EV charging points

Gate

Tandem car parking

Below ground infrastructure to allow future installation of EV charger

Adjust existing gate location

Gate

KEY

P1	Paving type 1 shared space concrete sett paving
P2	Paving type 2 shared space concrete slab paving
P3	Paving type 3 macadam
P4	Paving type 4 concrete plank paving to entrance thresholds
P5	Paving type 5 concrete block paving
P6	Paving type 6 reinforced gravel to bin store and recycling zone under trees
F1	Fence type 1 Timber post and rail 1.2m high in front of existing fences
F2	Fence type 2 close boarded timber 1.8m high
	Planting bed with 450mm imported topsoil
	Indigenous hedge planting clipped maintained at a height of 1.5m
	Ground cover planting
	Specimen shrub / small tree
	Sedum trays over garden store

BUILDING DESIGN PARTNERSHIP LTD SHALL HAVE NO RESPONSIBILITY FOR ANY USE MADE OF THIS DOCUMENT OTHER THAN FOR THAT WHICH IT WAS PREPARED AND ISSUED.

ALL DIMENSIONS SHOULD BE CHECKED ON SITE.

DO NOT SCALE FROM THIS DRAWING
OTHER THAN FOR THE PURPOSES OF A PLANNING APPLICATION

ANY DRAWING ERRORS OR DIVERGENCES SHOULD BE BROUGHT TO THE ATTENTION OF BUILDING DESIGN PARTNERSHIP LTD AT THE ADDRESS SHOWN BELOW.

NOTES

REVISION / DESCRIPTION	DRAWN	CHECKED	DATE
P06 Added notes to future EV charging provision, added notes on fencing	MJ		07.06.22
P05 Adjustments to finishes and fencing	MJ		24.03.22
P04 Added key for landscape finishes and boundary treatments	MJ		02.02.22
P03 Updated building footprint and environs	MJ		28.01.22
P02 Adjustments to site access	MJ	MJ	22.01.22
P01 First Issue	MJ	MJ	02.08.21

KEY PLAN

CLIENT LOGO

BDP.

7 Hill Street
Bristol
BS1 5RW
United Kingdom
T +44 (0)117 929 9861
F +44 (0)117 922 5280
www.bdp.com

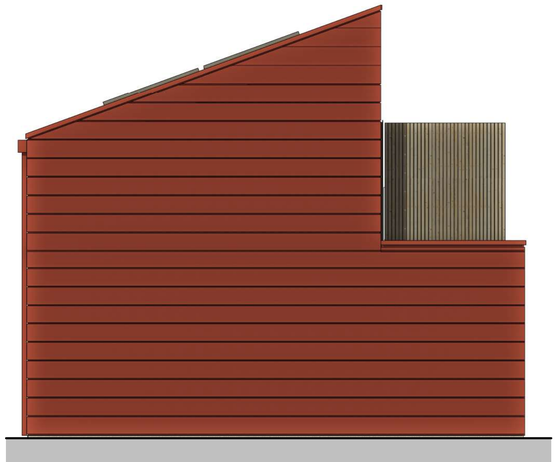
PROJECT TITLE
Gap House Bristol

PROJECT NUMBER: P3001150
SUITABILITY:

DRAWING TITLE: Proposed Landscape Plan
SCALE: 1:200@A1
DATE: 02.08.21

DRAWING No.: GAP-BDP-XX-XX-PL-L-000001
REVISION: P06

Section B'-B'



Rear Elevation

Plan Legend

- (A) Combine cycle and waste/recycle storage
- (B) External timber/metal bench to match cladding and window colours
- (C) ASHP
- (D) Front planting area
- (E) Metal canopy to match window frame
- (F) Glass balustrade
- (G) Privacy screen
- (H) Rain water pipe to match cladding
- (I) Hot water cylinder
- (J) MVHR

Northern Side Elevation

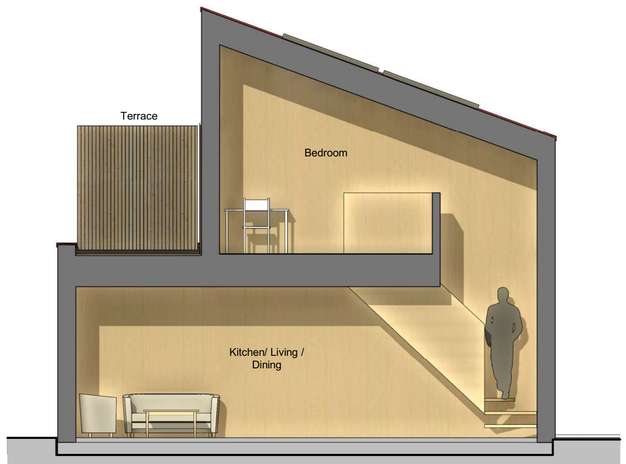
Ground Floor Level

First Floor Level

Southern Side Elevation

0 1 2 3 4 5
GRAPHIC SCALE: 1:50

Front Elevation



Section A-A

BUILDING DESIGN PARTNERSHIP SHALL HAVE NO RESPONSIBILITY FOR ANY USE MADE OF THIS DOCUMENT OTHER THAN FOR THAT WHICH IT WAS PREPARED AND ISSUED.

ALL DIMENSIONS SHOULD BE CHECKED ON SITE.

DO NOT SCALE FROM THIS DRAWING

ANY DRAWING ERRORS OR DIVERGENCIES SHOULD BE BROUGHT TO THE ATTENTION OF BUILDING DESIGN PARTNERSHIP AT THE ADDRESS SHOWN BELOW.

DRAWINGS SHALL BE READ IN CONJUNCTION WITH THE FOLLOWING BEFORE WORK COMMENCES:
- THE CDM DESIGN ISSUES REGISTER
- THE BDP RISK SERIES OF DRAWINGS
- THE PROJECT CDM RISK REGISTER

NOTES

REVISION	DESCRIPTION	DRAWN	CHECKED	DATE
P03	Planning Issue	GT	GT	28/03/22
P02	Amended Information	GT	GT	15/03/22
P01	Issued For Comment	GT	GT	11/03/22

KEYPLAN

CLIENT

BRISTOL CITY COUNCIL
BRISTOL HOUSING FESTIVAL
UKRI Innovate UK

BDP.

7 Hill Street
Bristol
BS1 5RW
United Kingdom

T + 44 (0)117 929 9861
www.bdp.com

PROJECT TITLE
BDP Gap House

BDP JOB NUMBER: P3001150
STAGE: PLANNING

DRAWING TITLE
Unit Plans Sections and Elevations

SCALE: As indicated @ A1

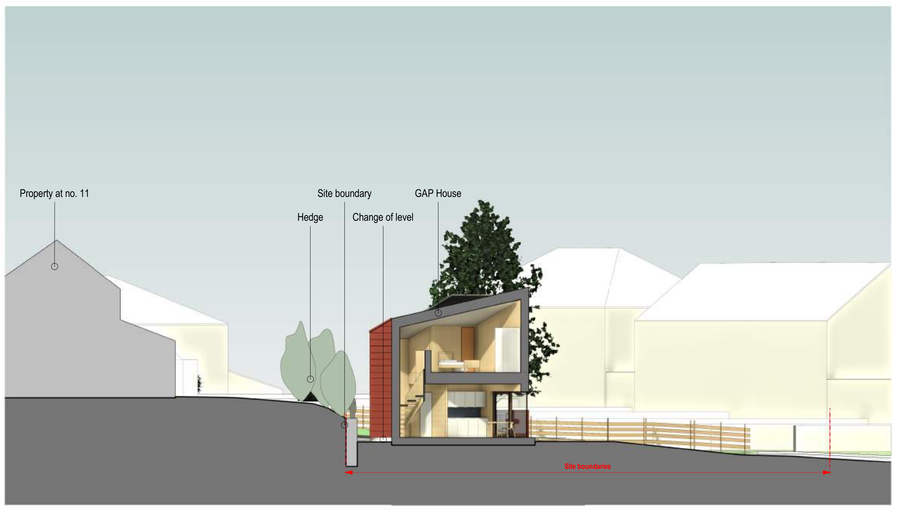
DATE FIRST ISSUED: 11/03/22

DRAWING No.: GAP-BDP-ZZ-ZZ-DR-A-200001

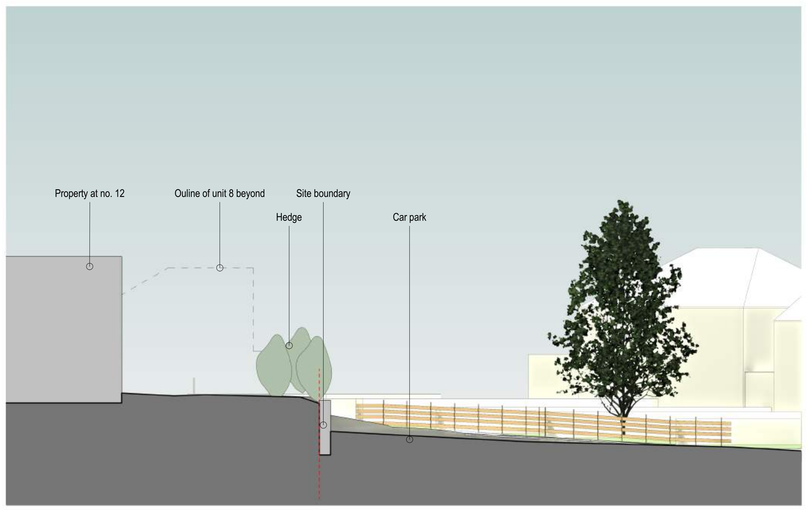
REVISION: P03

Site Section A-A

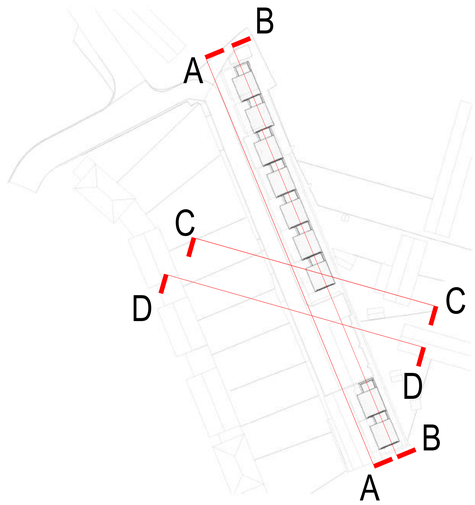
Section B-B



Section C-C



Section D-D



0 1 2 3 4 5 10
GRAPHIC SCALE: 1:100

BUILDING DESIGN PARTNERSHIP SHALL HAVE NO RESPONSIBILITY FOR ANY USE MADE OF THIS DOCUMENT OTHER THAN FOR THAT WHICH IT WAS PREPARED AND ISSUED.

ALL DIMENSIONS SHOULD BE CHECKED ON SITE.

DO NOT SCALE FROM THIS DRAWING

ANY DRAWING ERRORS OR DIVERGENCIES SHOULD BE BROUGHT TO THE ATTENTION OF BUILDING DESIGN PARTNERSHIP AT THE ADDRESS SHOWN BELOW.

DRAWINGS SHALL BE READ IN CONJUNCTION WITH THE FOLLOWING BEFORE WORK COMMENCES:
- THE CDM DESIGN ISSUES REGISTER
- THE BDP RISK SERIES OF DRAWINGS
- THE PROJECT CDM RISK REGISTER

NOTES

REVISION	DESCRIPTION	DRAWN	CHECKED	DATE
P03	Planning Issue	GT	GT	28/03/22
P02	Amended Information	GT	GT	15/03/22
P01	Issued for Comment	GT	GT	11/03/22

CLIENT

BRISTOL CITY COUNCIL
BRISTOL HOUSING FESTIVAL
UKRI Innovate UK

BDP.
7 Hill Street
Bristol
BS1 5RW
United Kingdom

T + 44 (0)117 929 9861
www.bdp.com

PROJECT TITLE
BDP Gap House

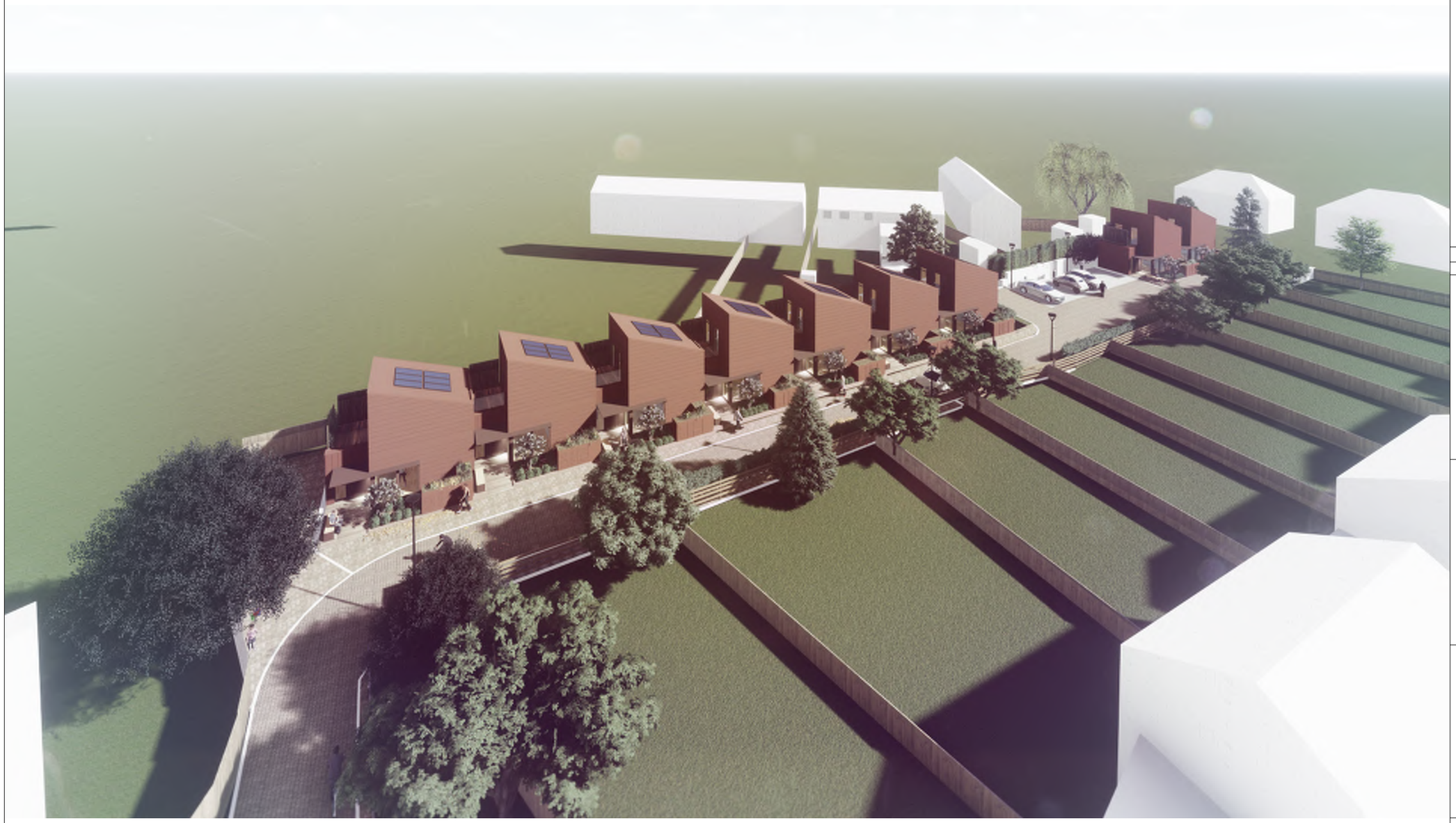
PROJECT NUMBER: P3001150
STAGE: PLANNING

DRAWING TITLE
Proposed site sections

SCALE: As indicated @ A0

DATE FIRST ISSUED: 11/03/22

DRAWING NUMBER: GAP-BDP-ZZ-ZZ-SE-A-900001
REVISION: P03



BUILDING DESIGN PARTNERSHIP SHALL HAVE NO RESPONSIBILITY FOR ANY USE MADE OF THIS DOCUMENT OTHER THAN FOR THAT WHICH IT WAS PREPARED AND ISSUED.
ALL DIMENSIONS SHOULD BE CHECKED ON SITE.
DO NOT SCALE FROM THIS DRAWING

ANY DRAWING ERRORS OR DIVERGENCIES SHOULD BE BROUGHT TO THE ATTENTION OF BUILDING DESIGN PARTNERSHIP AT THE ADDRESS SHOWN BELOW.

DRAWINGS SHALL BE READ IN CONJUNCTION WITH THE FOLLOWING BEFORE WORK COMMENCES:

- THE CDM DESIGN ISSUES REGISTER
- THE BDP RISK SERIES OF DRAWINGS
- THE PROJECT CDM RISK REGISTER

NOTES

REVISION	DESCRIPTION	DRAWN	CHECKED	DATE
P01	Planning Issue	GT	GT	28/03/22

CLIENT

7 Hill Street
Bristol
BS1 5RW
United Kingdom

T + 44 [0]117 929 9861
www.bdp.com

PROJECT TITLE
BDP Gap House

BDP JOB NUMBER
P3001150

STAGE
PLANNING

DRAWING TITLE
View 06

SCALE
@ A3

DATE FIRST ISSUED
28/03/22

DRAWING No.
GAP-BDP-ZZ-ZZ-VS-A-02006

REVISION
P01

C:\Users\gt44831\Documents\GAP-BDP-XX-XX-M3-A-20-0001_gt44831.rvt

BUILDING DESIGN PARTNERSHIP SHALL HAVE NO RESPONSIBILITY FOR ANY USE MADE OF THIS DOCUMENT OTHER THAN FOR THAT WHICH IT WAS PREPARED AND ISSUED.
ALL DIMENSIONS SHOULD BE CHECKED ON SITE.
DO NOT SCALE FROM THIS DRAWING

ANY DRAWING ERRORS OR DIVERGENCIES SHOULD BE BROUGHT TO THE ATTENTION OF BUILDING DESIGN PARTNERSHIP AT THE ADDRESS SHOWN BELOW.

DRAWINGS SHALL BE READ IN CONJUNCTION WITH THE FOLLOWING BEFORE WORK COMMENCES:
- THE CDM DESIGN ISSUES REGISTER
- THE BDP RISK SERIES OF DRAWINGS
- THE PROJECT CDM RISK REGISTER

NOTES

REVISION	DESCRIPTION	DRAWN	CHECKED	DATE
P01	Planning Issue	GT	GT	28/03/22

CLIENT

BDP.

7 Hill Street
Bristol
BS1 5RW
United Kingdom

T + 44 [0]117 929 9861
www.bdp.com

PROJECT TITLE
BDP Gap House

BDP JOB NUMBER
P3001150

STAGE
PLANNING

DRAWING TITLE
View 01

SCALE
@ A3

DATE FIRST ISSUED
28/03/22

DRAWING No.
GAP-BDP-ZZ-ZZ-VS-A-02001

REVISION
P01

C:\Users\gt44831\Documents\GAP-BDP-XX-XX-M3-A-20-0001_gt44831.rvt

Legend

Privacy screen

Bird nest box Installed onto the dwelling rear wall

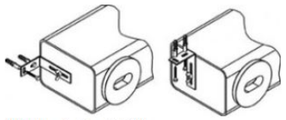
Similar to SCHWEGLER Swift Nest Box Series, Type No. 17

Material: Certified, asbestos-free, vegetable fibre-reinforced concrete and SCHWEGLER wood-concrete. Galvanised fixing elements.
Installation: The entrance should be a minimum height of 6 to 7 m above the ground or protruding parts of buildings. It is very important to ensure that there are no protruding parts, roof parts, pipes, etc. below the entrance, as Swifts approach and fly away very steeply. Swifts do not need a minimum distance from fellow species – nesting boxes can therefore be positioned directly next to each other.
Suitable positions: On external façades or under the roofs of all kinds of buildings, for example, houses, industrial buildings, churches, road structures, walls or even cliffs and rock faces. For outdoor installation in very sunny locations we recommend our wood-concrete Swift nesting aid as an alternative, e.g. No. 16. Alternatively, the boxes can also be bricked in or installed in the thermal insulation.
Cleaning and inspection: The Type 17 boxes can be cleaned after the entrance rose has been removed. To this end, the entrance is turned through 90° (entrance hole vertical) and is removed. But in general it is not necessary to clean the boxes if they are used by Swifts. The Swift nest is always made in the darkest corner of the roost and away from the entrance hole.
Colour matching: Type 17 nesting aids are supplied in natural grey.

Swift Nest Box No. 17C
double cavity
Especially suitable for colony formation due to two separate brood chambers in a single housing. Each chamber has its own removable Entrance Rose for easy cleaning and inspection. Installation is very easy, fast and stable, thanks to the two zinced fixing brackets supplied. Can be either hung on the wall or "overhead" e.g. on eaves. The wall-side leg of the retaining brackets can also be installed concealed behind the box if necessary, in order to reduce the installation width. Supplied with fixing materials.

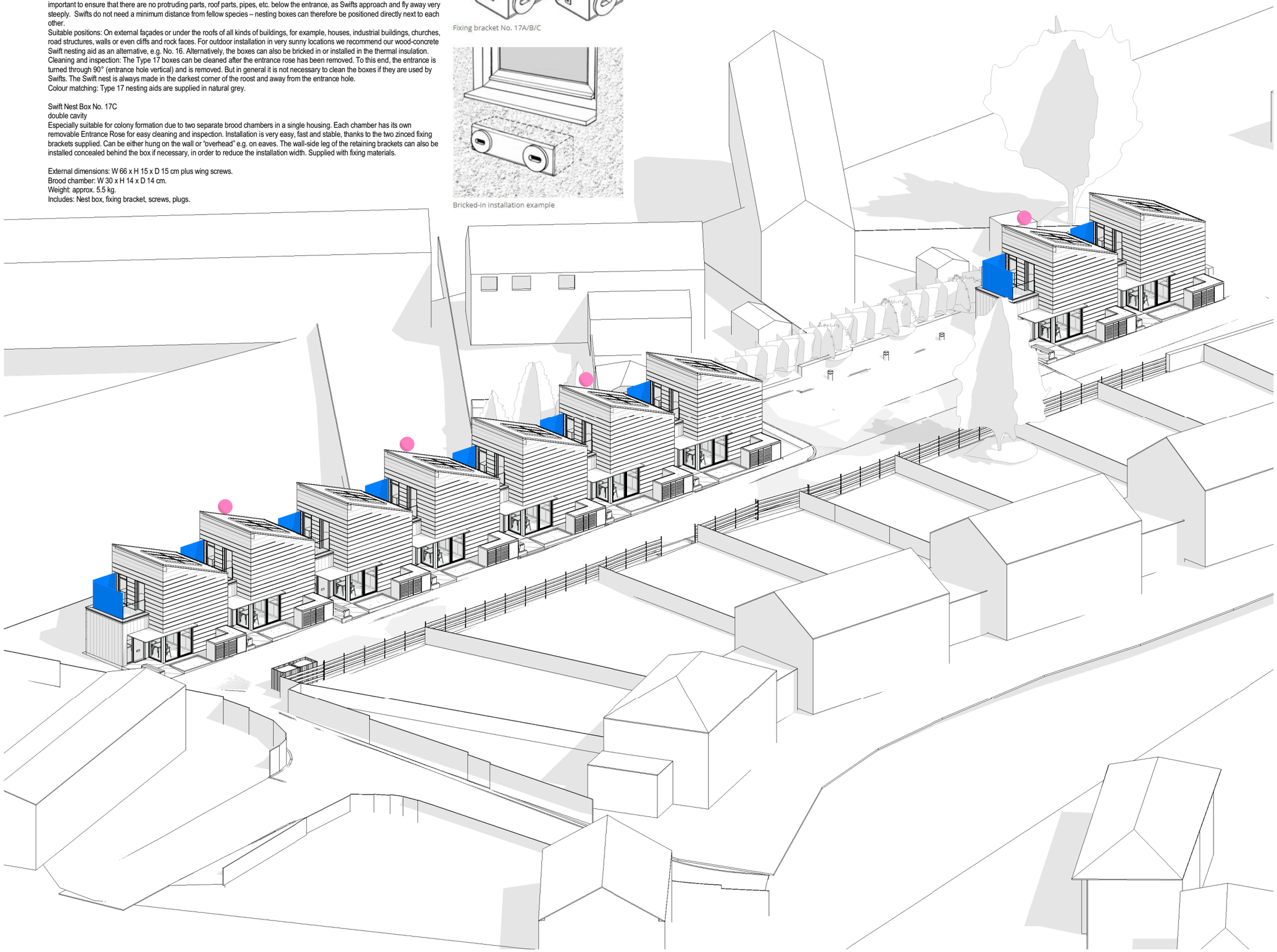
External dimensions: W 66 x H 15 x D 15 cm plus wing screws.
Brood chamber: W 30 x H 14 x D 14 cm.
Weight: approx. 5.5 kg.
Includes: Nest box, fixing bracket, screws, plugs.

Swift Nest Box No. 17C (double cavity)



Fixing bracket No. 17A/B/C

Bricked-in installation example



BUILDING DESIGN PARTNERSHIP SHALL HAVE NO RESPONSIBILITY FOR ANY USE MADE OF THIS DOCUMENT OTHER THAN FOR THAT WHICH IT WAS PREPARED AND ISSUED.
ALL DIMENSIONS SHOULD BE CHECKED ON SITE.
DO NOT SCALE FROM THIS DRAWING

ANY DRAWING ERRORS OR DIVERGENCIES SHOULD BE BROUGHT TO THE ATTENTION OF BUILDING DESIGN PARTNERSHIP AT THE ADDRESS SHOWN BELOW.

DRAWINGS SHALL BE READ IN CONJUNCTION WITH THE FOLLOWING BEFORE WORK COMMENCES:
- THE CDM DESIGN ISSUES REGISTER
- THE BDP RISK SERIES OF DRAWINGS
- THE PROJECT CDM RISK REGISTER

NOTES

REVISION	DESCRIPTION	DRAWN	CHECKED	DATE
P02	Bird Box Info Added	GT	GT	09/06/22
P01	To reflect Planning Comment	GT	GT	06/06/22

CLIENT

BRISTOL CITY COUNCIL
BRISTOL HOUSING FESTIVAL
UKRI Innovate UK

BDP.

7 Hill Street
Bristol
BS1 5RW
United Kingdom

T + 44 [0]117 929 9861
www.bdp.com

PROJECT TITLE
BDP Gap House

BDP JOB NUMBER: P3001150
STAGE: PLANNING

DRAWING TITLE
Privacy Screens and Bird Boxes Location Diagram

SCALE: 1 : 100 @ A3

DATE FIRST ISSUED: 6/6/2022

DRAWING No.: GAP-BDP-ZZ-ZZ-DR-A-90001
REVISION: P02

C:\Users\gt44831\Documents\GAP-BDP-XX-XX-M3-A-20-0001_gt44831.rvt