

List of planning applications and other proposals submitted under the planning acts to be determined by the director of environment and community services

CIRCULATED SCHEDULE NO: 40/23

Date to Members: 06/10/2023

Member's Deadline: 12/10/2023 (5.00pm)

The reports listed over the page form the 'Circulated Schedule' a procedure agreed by Council in July 2020. Under the arrangement certain reports are circulated on a weekly basis. The reports assess the application, considers representations which have been received, and make a recommendation regarding the proposal.

Having considered the reports, those applications that Councillors feel should be referred to the relevant Planning Committee must be notified to the Strategic Planning section by email within five working days of the publication of the schedule (by 5pm) in line with the procedure set out below. If there has been no valid Member request for referral within the time period, the decision notices will be issued in line with the recommendation in this schedule.

Before referring an item to the Committee, it is recommended that Members speak to an officer about the issue, to explore whether any problems can perhaps be resolved without the need for referral to a Committee. You may also wish to refer to the guidance given in the Members' Planning Code of Good Practice in the Council's constitution, which sets out the criteria the Chair of the Committee, in consultation with the Spokes will use to consider any referral requests.

PLEASE NOTE: The circulated schedule process is only open to elected Members of South Gloucestershire Council.

NOTES FOR COUNCILLORS

– formal arrangements for referral to committee

If any Member requires any of the proposals listed in the Schedule to be considered by the appropriate planning committee then a referral should:

- a) Be made in writing using the attached form by emailing MemberReferral@southglos.gov.uk identifying the application reference and site location
- b) Within 5 working days of the date of this schedule e.g. if the schedule is published on a Friday, comments have to be received by end of the following Thursday (see cover page for the date)
- c) The referral should include the reasons for the referral why it would not be appropriate to permit the proposal to be determined under the delegated arrangements; the issue the proposal raises in relation to the relevant policy context and the balanced consideration that has been given to the extra costs and delay to the referral You may wish to consider the guidance given in the Members' Planning Code of Good Practice in the Council's constitution, which sets out the criteria the Chair of the Committee, in consultation with the Spokes will use to consider any referral requests.

If would be helpful if you could indicate if you:-

- Have discussed the application(s) with the Case Officer and/or Development Manager
- Have discussed the application(s) with ward Member(s) if the site is outside of your ward
- Consider the site would benefit from a visit by the committee, setting out the reasons

Valid referral requests will be considered by the Committee Chair, in consultation with the Spokes, against the criteria given in the Members' Planning Code of Good Practice in the Council's constitution and you will be notified of the Chair's decision. Applications which are not referral, or where the referral request is not agreed by the Chair, will be determined by officers under delegated powers

The Circulated Schedule will always contain the following applications unless the application is required to be determined by Committee:

- 1) Any application submitted by, or jointly, or on behalf of the Council.
- 2) Any application submitted by or any matter directly affecting or involving any

Member of the Council and any application(s), submitted by an Officer of the Council working in the Strategic Planning area (specifically the Policy and Specialist Advice, Development Management, Strategic Major Sites and Planning Enforcement, Validation & Registration and Planning Technical Support teams) or any Member or Officer of the Council acting as a planning agent.

- 3) Any application requiring a new planning agreement.
- 4) Any applications requiring a modification of an existing planning agreement where in the opinion of the Director, there would be a detriment to the public benefits secured.

5) Any application where the proposed decision of the Director would, in his opinion, be contrary to the policies of the Council as expressed in the Development Plan and/or any emerging plan and require referral to the Secretary of State following approval in principle by the Council for the purposes of development control decision making.

6) Any applications, except those listed below a-f where three or more representations contrary to the Officers recommendation are received within the notification period other than from officers of the Council acting in their professional capacity.

7) Any applications, except those listed below a-f where a representation is received within the notification period which is contrary to the officers recommendation from the Parish or Town Council within whose boundary the proposal lies wholly or in part.

8) Any applications, except those listed below a-f where a representation is received within the notification period which is contrary to the officer's recommendation from any Member of South Gloucestershire Council.

Applications that will not appear of the Circulated Schedule procedure as a result of representations received:

a. All applications, where approval is deemed to be granted upon the expiry of a defined period

b. All applications to be determined the lawfulness of a proposed or existing use of a site

c. All applications for non-material amendments

d. All applications to discharge planning conditions

e. All applications solely required because of the removal of Permitted Development Rights or Article 4 direction

f. Any footpath stopping up or diversion required to implement an approved scheme

Additional guidance for Members

Always make your referral request by email to MemberReferral@southglos.gov.uk (not individual email addresses), where referrals can be picked up quickly by the Technical Support Team.

Please note a copy of your referral e mail will appear on the website.

Before referring an application always contact the case officer or Development Manager first to see if your concerns can be addressed without the application being referred.

If you are considering referring in an application outside the ward you represent, as a courtesy, speak to the ward Member(s) to see what their views are, before referring the application.

Always make your referral request as soon as possible, once you have considered all the application details and advice of the case officer. Please do not leave it to the last minute.

A template for referral is set out below:

Referral from Circulated Schedule to Development Management Committee

1. Application reference number:
2. Site Location:
3. Reasons for referral:

The referral should include the reasons for the referral indicating why it would not be appropriate to permit the proposal to be determined under the delegated arrangements; the issues the proposal raises in relation to the relevant policy context and the balanced consideration that has been given to the extra costs and delay of the referral

4. If the site is outside your ward have you contacted the ward Member(s) to inform them of the referral?

5. Have you discussed the referral with the case officer or Development Manager?

6. Do you feel a site visit is required or can issues be addressed by other means e.g. further information in the report, additional presentation material, video etc.

Do you consider this is an application of strategic importance such that you would request the Director to consider using his discretion to refer the matter to the Strategic Sites Delivery Committee? If so please set out your reasons:

Date:

To be emailed to MemberReferral@southglos.gov.uk

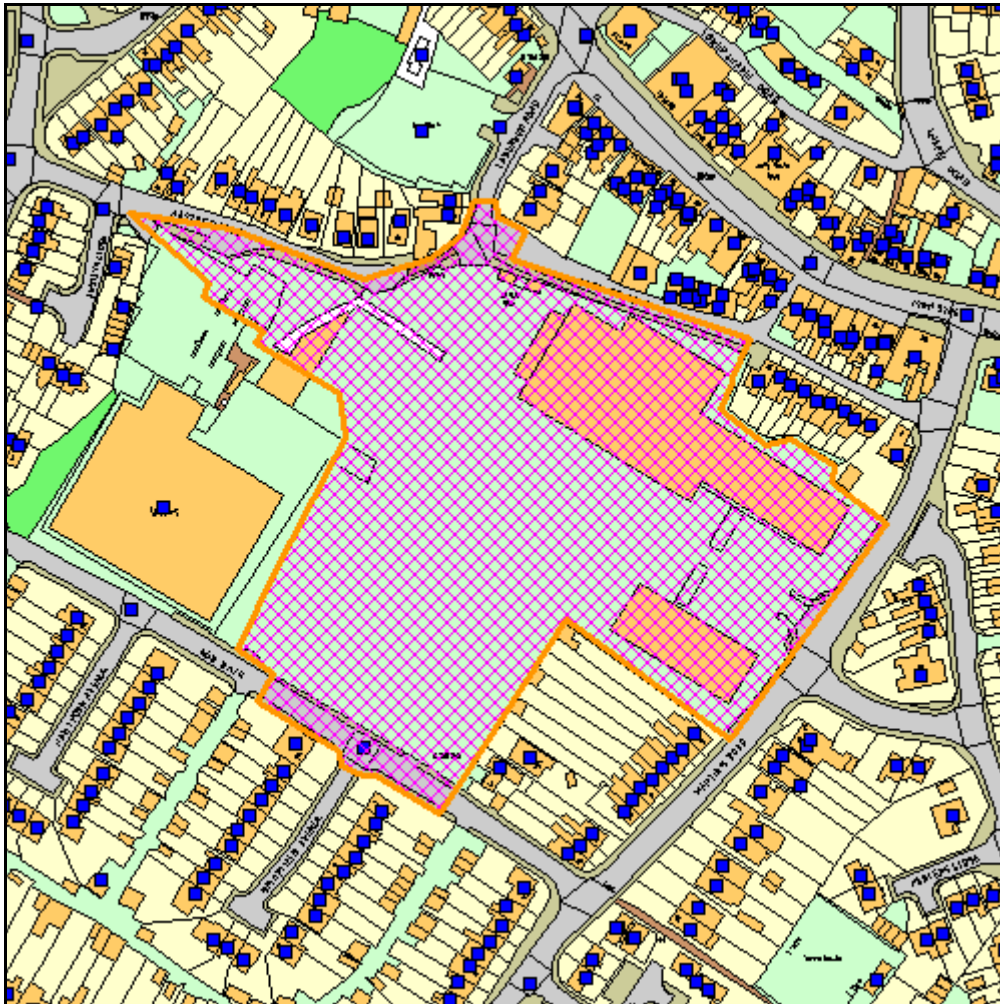
CIRCULATED SCHEDULE 06 October 2023

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ITEM NO.	APPLICATION NO	RECOMMENDATION	LOCATION	WARD	PARISH
1	P21/07602/O	Approved Subject to Section 106	Land At Ansteys Road Hanham South Gloucestershire BS15 3SS	Hanham	Hanham Parish Council
2	P23/02413/RVC	Approve with Conditions	718 Southmead Road Filton Bristol South Gloucestershire BS34 7QT	Filton	Filton Town Council
3	P23/02416/HH	Refusal	Little Orchard Old Down Hill Tockington Bristol South Gloucestershire BS32 4PA	Severn Vale	Olveston Parish Council

CIRCULATED SCHEDULE NO. 40/23 -6th October 2023

App No.:	P21/07602/O	Applicant:	Homes England
Site:	Land At Ansteys Road Hanham South Gloucestershire BS15 3SS	Date Reg:	1st December 2021
Proposal:	Erection of up to 200 dwellings, and not less than 650sqm (GEA) of workspace (Class E, except Class E (a) Retail), to include new access from New Walk, Martins Road and Ansteys Road (Outline) with access to be determined, all other matters reserved.	Parish:	Hanham Parish Council
Map Ref:	363970 172259	Ward:	Hanham
Application Category:	Major	Target Date:	1st March 2022



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100023410, 2008.

N.T.S.

P21/07602/O

South Gloucestershire Councillors have five working days from date of publication to consider whether items appearing on the Circulated Schedule should be referred to the Development Management or Strategic Sites Delivery Committees for determination.

INTRODUCTION

This report appears on the Circulated Schedule due to more than 3 letters of objection contrary to the officer recommendation, and due to the need for a planning obligation S.106.

1. THE PROPOSAL

- 1.1 Outline planning permission is sought for the redevelopment of the former Kleeneze site to provide up to 200 homes and not less than 650sqm (gross external floorspace-GEA) of Class E workspace, except Class E (a) Retail). All matters are reserved for future consideration except means of access.
- 1.2 The scheme includes two options for either a block of retirement apartments (block H) or a mix of flats and live work/ mixed use development. Vehicular access is proposed from the High Street through to New Walk with a secondary vehicular access from Martins Road to New Walk. These two routes would be linked by a pedestrian only link east west through the centre of the site together with a secondary pedestrian link south from the High Street.
- 1.3 A terrace of houses is proposed for Ansteys Road facing the existing houses together with a small area of surface water attenuation at the west edge of the site, and on street parking. Ansteys Road will continue to provide access to the Sealtech car park and will provide access to a parking court for some of the apartments.
- 1.4 A new lorry access is to be provided to Sealtech off New Walk and a noise screen is proposed between the site and Sealtech.
- 1.5 In terms of buildings heights, the Building Heights Parameter Plan indicates taller buildings up to 5 storeys at the core of the development, stepping down to 3, 2.5 and 2 storeys.
- 1.6 The Land Use and Access Parameter Plan sets out various zones, including the residential zone, mixed use zone, landscaped areas, public square and different forms of access. The mixed use area could provide uses within Class C3, Class E uses (includes shops, offices, cafes restaurants) and public open space / landscaping. The indicative mix of housing proposed provides 72 unit later-living accommodation (Block H). Block H could however also serve as conventional residential accommodation, depending on need and requirements at Reserved Matters stage. There are three building typologies consisting of warehouse apartments, dual-aspect terraced apartments surrounding the village square, and housing terraces
- 1.7 The indicative dwelling mix for the remainder of the site is:
 - 9no. 1-bed apartments;

- 49no. 2-bed apartments;
- 16no. 2-bed houses; and
- 34no. 3-bed houses.

- 1.8. The site is 2.33 hectares (5.76 acres) of brownfield land. It is currently vacant, the two eastern warehouses adjacent Martins Road having been demolished in winter 2021/ 22. The site falls c.6-8 metres north to south with a series of plateaus which relate to the location of previous buildings. The site is adjacent to a manufacturing facility, Sealtech.

There is a history of small-scale surface coalmining and quarrying on part of the site, which is within 500m of the former Hanham colliery, which closed in 1920. From c.1900 the site was also used for a number of industrial/manufacturing uses, with substantial warehousing built in the 1940s. The site was acquired by Tesco in 2009 for a new supermarket and planning permission was granted in 2013 for a 3,500 sqm store. While the permission was implemented, the store was never built.

The application site is allocated as safeguarded employment land in Core Strategy Policy CS12. The site is in Flood Zone 1. There is a Tree Protection Order (TPO) (2008) on the site for four trees along the eastern boundary on Martins Road.

- 1.9 *The following documents/plans have been submitted as part of the outline application.*

- Land Use and Access Parameter Plan
- Building Heights Plan
- Design and Access Statement
- Design Code
- Off -site Highway Works,
- Zebra Crossing Memorial Road.

- 1.10 *The following documents have been submitted in support of the application:*

- Illustrative Masterplan
- Affordable Housing Statement
- Archaeological Impact Assessment
- Air Quality Assessment
- Ecological Survey and Report
- Energy and Sustainability Assessment
- Flood Risk Assessment (including Drainage Strategy and Foul Sewerage Assessment)
- Land Contamination Assessment (including Coal Mining Risk Assessment)
- Remediation Strategy
- Noise Impact Assessment
- Open Space Assessment
- Planning Obligations
- Transport Assessment

- Framework Travel Plan
- Tree Survey/Arboricultural Implication
- Building for Life Assessment
- Construction Environment Management Plan (CEMP)
- Statement of Community Involvement

Plans submitted in support of the application:

- Site sections
- Illustrative landscaping plan
- Illustrative Masterplan
- Planting Plan

1.11 During the course of the application, revised plans were received to secure the following:

- Amendment to Design Code to better reflect the local character
- Exclusion of Class E(a) retail in the description of development
- Reduction in maximum heights near site boundaries
- Addition of equipped play area
- Amendments to village square
- Additional tree planting and other planting changes
- Agreement to fund S.106 package
- Wider privacy strips in front of block D
- Longer parking bays to reduce overhanging to pavements
- Build outs of the planting areas is shown to reduce traffic speeds on the straight road sections.
- Refuse strategy improvements

2. POLICY CONTEXT

2.1 National Guidance
National Planning Policy Framework
National Planning Policy Guidance

2.2 Development Plans

South Gloucestershire Local Plan Core Strategy Adopted December 2013

CS1	High Quality Design
CS2	Green Infrastructure
CS4A	Presumption in Favour of Sustainable Development
CS5	Location of Development
CS6	infrastructure and Developer Contributions
CS8	Improving Accessibility
CS9	Managing the Environment and Heritage
CS12	Safeguarded areas for Economic Development
CS14	Town Centres and Retail
CS15	Distribution of Housing
CS16	Housing Density
CS17	Housing Diversity

CS20	Extra Care Housing
CS23	Community Infrastructure and cultural activity
CS29	Communities of the East Fringe of Bristol
CS34	Rural Areas

South Gloucestershire Local Plan: Policies, Sites and Places Plan Adopted November 2017

PSP1	Local Distinctiveness
PSP2	Landscape
PSP3	Trees and Woodland
PSP6	On site Renewable and Low Carbon Energy
PSP8	Residential Amenity
PSP11	Transport Impact Management
PSP16	Parking Standards
PSP17	Heritage Assets and the Historic Environment
PSP19	Wider Biodiversity
PSP20	Flood Risk, Surface Water, and Watercourse Management
PSP21	Environmental Pollution and Impacts
PSP22	Unstable Ground
PSP31	Town Centre Uses
PSP43	Private Amenity Space Standards
PSP44	Open Space, Sport and Recreation

2.3 Supplementary Planning Guidance

Design Checklist SPD (Adopted) August 2007

Residential Parking Standard SPD (Adopted) December 2013

Landscape Character Assessment SPD (Adopted) November 2014

CIL and S106 SPD (Adopted) March 2015

Waste Collection SPD (Adopted) January 2015 (updated March 2017)

Trees and Development Sites SPD, adopted 2021

Biodiversity and Planning SPD adopted March 2023

3. RELEVANT PLANNING HISTORY

- 3.1 PK03/3778/O: Erection of retail food store of 4,303, square gross floorspace, and residential development. Construction of new vehicular access onto Ansteys Road, and associated access works including double mini-roundabout on Memorial Road (Outline). Withdrawn 05 May 2004.
- 3.2 PK09/0553/F Erection of 2609sqm foodstore (Use Class A1) offices and light industrial/warehouse uses (Use Classes B1 and B8) creation of new access off New Walk, car parking and associated works. Part full (foodstore) and part outline (offices and light industrial) application with following matters reserved: appearance, landscaping, layout and scale. Refusal 18 Dec 2009.
- 3.3 PK12/024/SCR Screening opinion for demolish of an existing warehouse building and construction of a foodstore (2918m2 gross internal floorspace) with associated car parking, landscaping, ancillary plant and equipment. Alterations to existing vehicular accesses on New Walk, Martins Road and

- Ansteys Road and alterations to car parking to retained Sealtech premises. EIA Not Required 18 May 2012.
- 3.4 PK12/1619/F Demolish an existing warehouse building and construction of a foodstore (2918m² gross internal floorspace) with associated car parking, landscaping, ancillary plant and equipment. Alterations to existing vehicular access on New Walk and Ansteys Road and alterations to car parking to retained Sealtech premises. Approved with S.106 9 May 2013.
- 3.5 *Adjacent Site:*
P20/21981/F Upgrading of existing service access from New Walk to Sealtech's service yard with associated drainage and improvements to pedestrian infrastructure on Memorial Road. Approved July 2021.
- 3.6 P21/06675/PND, Site Address: Site at Martins Road Prior notification of the intention to demolish 2 no. commercial buildings.

4. CONSULTATION RESPONSES

4.1 Hanham Parish Council

First consultation:

Whilst the parish council are pleased that the site is being developed and think the public engagement was very good there are significant concerns in relation to the following;

Parking – Proposed allocation of spaces should comply with the SGC policy standards. There is already a significant lack of parking spaces in Hanham and failure to comply would result in 'overspill' problems that cannot be managed offsite. This would have a negative impact on the High Street where visitors that need to travel by car would be unable to park.

Urban Lifestyle – This council believes that the location does not meet this concept. Hanham does not have high quality public transport links and designated cycling routes are poor and fragmented. Care should be taken that the development is appropriate to the existing local charter to avoid doing harm to the existing built environment.

Commercial Units – Significant constraints and limitations should be placed on the use of units, failure to do so could have a significant impact on the existing shops in the High Street.

The parish council would ask that they are consulted on the Reserve Matters at the appropriate time.

Second Consultation: No comment.

4.2 Coal Authority

First Consultation:

The application site falls within the defined Development High Risk Area; therefore within the application site and surrounding area there are coal mining features and hazards which need to be considered in relation to the determination of this planning application. The Coal Authority concurs with the

conclusions and recommendations of the applicant's technical consultants; that coal mining legacy poses a risk to the proposed development and *that further investigations and remedial measures are required in order to ensure the safety and stability of the proposed development.*

Last consultation:

Subsequent to the issuing of our response letter, drilling and grouting operations to stabilise shallow mine workings have progressed across the site. These works have resulted in the identification of 15 features considered to be coal mine entries. One of the mine entries (referred to as Feature 16) is considered to be a deep shaft whilst all others are shallow features and are likely to represent bell pits.

The Coal Authority has adopted a policy where, as a general precautionary principle, the building over or within the influencing distance of a mine entry should wherever possible be avoided. However, it is acknowledged that in certain instances it may not always be possible to avoid these features in the layout of development. The Coal Authority acknowledge the significant implications for the delivery of the development should all of the previously unrecorded mine entries be avoided in the layout of development. At present, only an outline has been provided as to the further works required to fully remediate the shafts and to ensure the safety and stability of the development. We therefore consider that a detailed mine entry remediation and mitigation strategy should accompany any future reserved matters application seeking approval of a detailed layout of development at the site.

Recommended conditions:

1. Detailed layout proposals shall adhere to the recommendation contained in the applicant's report regarding Feature 16, i.e. that development should not take place over this feature.
2. Each Reserved Matters application seeking approval of a detailed layout of development, shall be accompanied by a proposed layout plan identifying any coal mine entries present, the extent of their zones of influence and a detailed mine entry remediation and mitigation strategy.
3. Implementation of remediation works and/or mitigation measures to address land instability arising from coal mining legacy affecting that phase, including shallow mine workings and mine entries.
4. Prior to the occupation a signed statement or declaration prepared by a suitably competent person confirming that the site has been made safe and stable for the approved development.

4.3 Environment Agency

No objections subject to conditions to ensure that the development does not contribute to, is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution. The conditions relate to contamination

remediation and verification. In addition, a condition requiring a scheme for prevention of pollution during construction.

4.4 Police Designing Out Crime Officer

Paragraphs 92, 97 and 130 of the National Planning Policy Framework July 2021 require crime and disorder and fear of crime to be considered in the design stage of a development. Other paragraphs such as 8, 106, 108, 112, and 119 also require the creation of safe environments within the context of the appropriate section. Having viewed the revised information as submitted I find the outline design to be in order and complies appropriately with the crime prevention through environmental design principles. The application is still subject to advisory comments as previously submitted going forward to Reserved Matters.

Internal Consultees

4.5 SGC Transport DC

There is no objection from Transport DC subject to the following S106 obligations and conditions:

Transport S106 Heads of terms

- 1) Upgrade pedestrian link to the High Street, including street lighting and new tactile paving together all associated works.
- 2) Provide a pedestrian raised zebra crossing on Memorial Road together with all associated works.
- 3) Upgrade local bus stops on memorial road to RTI standard together with all associated works.
- 4) Provide a raised table at the site accesses on New Walk/Ansteys Road and a raised table at the New Walk/Martins Road junction together with all associated works.
- 5) Improve the road layout on Ansteys Road which includes road widening, footway and visitors parking layby – also to include improvement to street lighting and road surfacing together with all associated works – all off site highway works are shown indicatively on Off Site Highway Works Plan
- 6) Provide car-club cars (minimum of 2 cars) within the site boundary for the period of travel planning on site.
- 7) Financial contribution
 - i) Pay the Council £1,000 per year (indexed linked) for period of 5 years as monitoring fee in associated with Travel plan with the first payment to be made prior to occupation of the first dwelling.
 - ii) Pay the council the sum of £20,000 towards traffic management measures and the review of parking regulation in the area.

Conditions:

Travel plan - Full Travel Plan.

Car parking – car parking provision for the development should be in line with the Council's parking standards but in any event, there shall be no shortfall greater than 7% in car parking provision for the development when the residential parking is assessed against the council's car parking standards as set out in SG policy PSP16.

Cycle parking.

Electrical Charging Points to include on street parking.
Damage to highway – Dilapidation survey.
Construction management plan to be implemented.

4.6 Planning Policy

Policy CS12 provides criterion for managing change on safeguarded economic development sites, which if not satisfied, the harm arising from this must be outweighed by material considerations. The Council's emerging strategy for growth, referred to as Urban Lifestyles, is a material consideration of limited weight at this stage, but may assist with future detailed design. The proposal also needs to ensure that it would not harm continued viability of the remaining safeguarded employment area through introducing new development sensitive to noise or other pollution, as directed by policies CS12(1) and PSP21. There are benefits arising from this proposal in terms of optimising the use of a brownfield site in a sustainable location, which has been vacant for some considerable time, for market and affordable homes, the active involvement of the Government's regeneration agency on this site, and the provision of a limited amount of employment in the mix of development. These issues should be given appropriate weight in determining the case officer's recommendation.

4.7 Economic Development

Given the range of adverse economic factors affecting the East Fringe, any residential or mixed-use development proposal within the area, on land safeguarded for employment purposes under adopted Development Plan policy (CS12) will need to be very carefully considered. It is the view of the Economic Development (ED) Team that, given these factors and the very limited weight that can be awarded to the emerging Local Plan at present, adopted Development Plan policy CS12 must take precedence.

ED is aware of the long history of the Kleeneze site and the fact that 'market failure' has led to public sector intervention. However, ED are not aware that the site has ever been marketed for employment uses, prior to permission for (predominantly) residential development being sought. It may well be that, on planning-balance, given the location of the site, its history and the emerging Local Plan position, the case officer may be minded to recommending approval for a residential led mixed-use development. However, if mixed-use development is to be recommended, ED would strongly recommend that the mix and balance of uses is reconsidered. A minimum of 650 sqm of flexible employment floorspace and 'in the order of 40-45 new FTE jobs' would not be a satisfactory outcome for a safeguarded employment site in the east fringe policy area where opportunities for economic development are extremely scarce. As it stands, the Economic Development Team therefore objects to this application. Finally, if mixed-use development is permitted, the employment element of the scheme must be built-out and marketed in parallel with the residential element. The applicant / future developer should be required to commit to build and market through to occupancy. A mechanism should also be imposed which prohibits the sub-division of the site.

4.8 Urban Design *First Consultation*

Many of the Design Review Panel's points have been responded to, and this is welcome. The central square is a critical component of the scheme. Its design and management require further careful consideration and clarification. The submission of draft Design Codes is welcome, however it gives insufficient clarity and certainty. There are simply too many inconsistencies throughout and some key omissions. Amendments are required in accordance with the detailed comments provided.

Last Consultation

Regarding the revised Design Code (May 23), I note the further amendments made in accordance with my final comments with the exception of the Boundaries plan (fig 49) which should show walling to the rear of block A. Therefore, subject to that one final amendment being made I would have no further objection.

4.9 Environmental Protection

Noise

The EHO Noise officer considers the submitted noise report to be comprehensive. There is no objection from the EHO, subject to a condition requiring the Industrial/Commercial Class E non-residential development is expected to satisfy the reported British Standard 4142 noise assessment; the Rating Noise level shall not exceed the pre-existing Background LA90 Noise level in accordance with this criterion as amended.

The Construction and Environmental Management Plan-CEMP is satisfactory.

Contamination

The application is supported by a number of technical reports: *Preliminary Geo-Environmental Risk Assessment*: Exceedances are present in relation to metals, asbestos, and hydrocarbons within the onsite soils. Ground gases have not been recorded at significant concentrations.

Ground Conditions Assessment: The 2020 intrusive investigation report notes the need for a clean cover system in areas of soft landscaping.

Outline Remediation Strategy: Conditions are recommended to require remediation and verification of the decontamination.

4.10 SGC Tree Officer

Following the removal of the 2 buildings to the East of the site (Martins Road), tree protection as detailed on plan 17524-102-WIE-ZZ-XX-DR-V-77-002 Rev P03 within the Arboricultural Impact Assessment, should be installed prior to any further works being carried out.

4.11 SGC Landscape Architect

First consultation

There remains scope to add a couple of key canopy trees into the design to increase potential connectivity through the site. The precedent images supplied are very encouraging however the street typology and masterplan show little scope for these type of relaxed meeting and dwelling spaces with the current scheme as the parking is very dominant and the spaces between parking bays and driveways limited. The design code provides little extra

guidance over the DAS for landscape and street design and doesn't follow through with specifying pennant stone within the external works pallet. The design code suggests the use of gardens, balconies, roof terraces and winter gardens to achieve the private amenity space standards of PSP43 but there is little guidance within the code. In particular the design code is silent on the podium garden to block H which is a critical element of the landscape strategy in delivering appropriate garden areas for the later living apartments.

The design code states that an aim of the design is to ensure that car parking doesn't dominate the public realm. The design of the village street typology falls short of this objective with the car parking dominant. The provision of planting and street trees every 10 parking bays is too far apart to alter the dominance of the car.

Final consultation

The design of the central space now gives a better balance between different potential users. The lawn area is important as a foil to the urban character and a reflection of the village character of some parts of Hanham. With the trees and hedges the lawn will help with temperature regulation in hot weather. The play area is partially contained but isn't fenced from the rest of the main open space. A careful choice of surfacing materials will be needed to ensure the area doesn't look too fragmented. The scheme has made positive progress. The landscape character references are interesting. The use of pennant stone is a clear local character signifier and should be incorporated into the public realm opportunities include dwarf walls, seating, building plinths and garden walls. The design of the village street has been slightly modified to give wider privacy strips in front of block D and longer parking bays to reduce overhanging to pavements. Build outs of the planting areas is shown to reduce traffic speeds on the straight road sections.

4.12 Environmental Policy and Climate Change

A revised and more detailed Sustainable Energy Statement will be required at the submission of reserved matters. Noting the comments on the next iteration of Part L of the Building Regulations, and amendment to SGC planning policies the applicant should consider meeting revised policies emerging from the local plan review and the requirement for new development to achieve a 100% reduction in CO2 emissions.

The layout and built form of the scheme should be designed to optimise solar gain, to reduce space heating demand without increasing the risk of overheating when accounting for projected increases in average and peak summer temperatures during the lifetime of the scheme. The improvements in the fabric efficiency of the roof, floor and openings are noted and supported. Space heating and hot water: The applicant is strongly encouraged to specify renewable heating such as communal ground source heat pumps, communal air source heat pumps, or individual renewable heating and not to specify fossil fuel (i.e. gas) heating.

4.13 SGC Drainage

First consultation

Objection on numerous grounds.

Last Consultation

With regard to the temporary mitigation of the Secondary Flow Route; b) the Surface Water Drainage Technical Note (TN) 21/7/23 and c) confirmation from Wessex Water that they are happy in principle that there is a viable surface water drainage solution for the site. The last two outstanding concerns related to:

- (i) Permanent mitigation of the Secondary Surface Water Flood Route (at the rear of Martin Rd in the SE) in the location of Block G: Whilst we welcome confirmation that the secondary surface water flood route will be kept free of obstruction, it is also essential that the existing ground level of the secondary surface water flood route is maintained in order to ensure there is no increase in flood risk to the properties along Martin Road. However, given that the developers have undertaken reprofiling to return the ground at the rear of Martin Road to existing levels, we are satisfied that the permanent mitigation of the secondary surface water flood route can be covered by a condition.
- (ii) Conflict between landscaping and drainage strategy: Given that there is a cover of >1.1m above the attenuation tanks we are satisfied that the conflict between the landscaping plans and the drainage strategy can be covered by the proposed condition.

No objection subject to conditions requiring:

- Submission of drainage details with RM layout applications
- Finished floor levels in the vicinity of Block A in accordance with the FRA
- Protection of Secondary Surface Water Flood route to the rear of Martins Rd.
- Agreement of SWI management and maintenance.

4.14 SGC Ecologist

First Consultation

Concern over the age of the bat survey in respect of the buildings to be demolished.

Last Consultation

An updated ecology technical noted has confirmed that buildings were demolished as part of the Prior Notification process. The applicant confirmed that demolition carried out under an Ecological Mitigation Strategy.

No ecology objections subject to conditions to secure a CEMP, a LEMP to include a biodiversity net gain assessment using DEFRA metric 3 with the aim to achieve 10% gain , a lighting strategy, and all works to comply with the Ecological Impact Assessment Nov 2021.

4.15 SGC Community Infrastructure Officer

The proposed development is located very close to Hanham Library and Hanham Community Centre and Hanham Youth Centre located on the High Street. It is therefore reasonable to expect these facilities to be used by the future residents. No dedicated community centre space is proposed as part of the application, given the scale of this development a contribution will be required to improve customer access to services, through refurbishment and upgrades to the existing community building at Hanham. Without enhancements the availability of meeting space for new residents to access clubs /groups will be compromised.

Contributions towards library enhancements internal fixtures and fittings	£2,377.93
Contributions towards additional library stock	£2,442.00
Contributions towards dedicated community centre provision	£203,318.95

4.16 SGC Public Open Space Officer

Based on the housing mix provided, the following POS is required:

Category of open space	Minimum spatial requirement to comply with policy CS24 (sq.m.)	Spatial amount proposed on site (sq.m.)	Shortfall in provision (sq.m.)	Contributions towards off-site provision and/or enhancement	Maintenance contribution
Informal Recreational Open Space (IROS)	3,667.5	0	3,667.5	£107,461.06	£189,419.33
Natural and Semi-natural Open Space (NSN)	4,447.5	0	4,447.5	£72,219.84	£119,805.42
Outdoor Sports Facilities (OSF)	3,670	0	3,670	£213,868.88	£64,731.09
Provision for Children and Young People (PCYP)	483.5	100	483.5	£74,933.33	£78,792.97
Allotments	593	0	593	£6,337.09	£8,080.22

The table above assumes private management of any on-site open space. As it is an outline but includes flatted development, formulae will need to be used in the S106. Inspection fee of on-site open spaces (whether policy provision or ancillary open space) at £63.96 per 100sq.m.plus £615.90 core service fee.

4.17 SGC Education

Nursery: No contribution would be required to increase provision within the ward as the childcare sufficiency assessment indicates that there are sufficient places in the ward to absorb the yield from this development

Primary: There are sufficient Primary surplus places to absorb the pupil yield Therefore, there is no requirement for a contribution to the primary education infrastructure.

Secondary: Based on the indicative 180 dwellings, a contribution of £176,814 would be required to fund expansion of places within one of the local secondary

schools. (The cost per place is calculated using the Department for Education cost calculator of £25,259 per additional secondary pupil place. This is indexed as at the Quarter 4 2021 value of the Royal Institute of Chartered Surveyors Building Cost All-in Tender Price Index).

4.18 SGC Conservation Officer

Noting the design codes and scale parameters, the development proposals would not result in a change in setting that would cause harm to the overall architectural and historic interest of the nearby designated and non-designated heritage assets with the grade II listed The Maypole Public House, the grade II listed numbers 9 and 11 Church Road and the grade II listed War Memorial being the most relevant in light of their proximity to the site. There are no heritage objections to the development proposal.

4.19 SGC Public Art Officer

Policy CS1 High Quality Design Point 7 highlights public art where the scale, location and/or significance of the new development proposals warrants it, embed public art within the public realm or in a location where it can be viewed from public area is required. A planning condition for a public art programme that is relevant and specific to the development and its locality and commensurate with its size and importance is required, the programme should be integrated into the site and its phasing plan.

4.20 Affordable Housing

No objection subject to the following being agreed in writing prior to the determination of this application:

- 35% affordable housing,
- the tenure split as stated in consultation reply,
- the housetypes for the each tenure as required,
- the quantum of wheelchair units as required,
- the sizes of the clusters of the affordable housing as required
- the design and build standards for the affordable housing as required

All the above information should be included in a s.106 agreement.

- A condition should be included that prior to the submission of any RM application, a phasing plan is submitted and approved by the Council detailing the location of the clusters for the affordable housing.

4.21 Self Build Officer

Self-Build Homes Self-build and custom housebuilding is sought in line with national Planning Policy Guidance: Planning Obligations and other requirements under Policy PSP42 of the Council's adopted Policies Sites and Places Plan (PSP). This application generates a self and custom housebuilding requirement of 5% of 200 dwellings equates to 10 serviced plots or 5% of 180 dwellings equates to 9 serviced plots to be provided on site.

Other Representations

4.22 Local Residents

Consultation responses were received from 26 local residents over the two sets of public consultation. Of those, 10 stated 'neutral' but with comments, and 16 stated 'objection'. The summarised concerns and comments are as follows:

First consultation

- Height of the buildings too tall, leading to overlooking and loss of privacy and loss of light.
- Not enough parking spaces per property allocated and parking in Hanham is already a problem.
- I am disabled and cannot get a disabled bay outside my own house.
- Laburnum Road access is a danger and putting too much traffic and pollution through a tiny road used by the shops for delivery, the waste collections and public parking. A child was killed on Laburnum Road at the junction to the High Street.
- Lack of environmental considerations
- Local infrastructure- doctors surgery, schools etc are overly stressed.
- Social housing should be a priority, 100% affordable
- Lack of parking but bus service ceases early evening
- Existing residents have to live with the problems of lack of parking when the developers have finished
- Roman Rd development was said to not be reliant on cars, but this is not the case
- People visiting shops will not be able to park so will go to Gallagher Park or Keynsham
- Extra traffic, the roads are congested enough around Hanham
- More amenities on the site would be better, e.g, supermarket, cafes, a little park, a tranquil area to people watch.
- Anti- social behavior and mess that comes with social housing
- Concern over change in levels
- Flats of up to 5 storeys is too dense and would not be visually in keeping with the rest of the development

Second Consultation:

The 10 neutral replies support the principle of housing on a brownfield site, but have the following concerns as well as the concerns of those who object:

- Concerns over raised table outside my house
- Concern over noise, dust vibrations from construction phase
- The access for cyclists to the site is across the road designated for service and deliveries to the local shops.
- The Bio Diversity Net Gain claims are ridiculous - there is no earth left for anything to grow. All the scrub plants that were supposed to be left have been removed and the foxes habitat destroyed.
- No increase in the number of parking spaces.
- High rises flats in the middle of this development are not in keeping with the local area and would lead to loss of light
- A residents parking scheme should be provided or existing and future occupants

- We support less car ownership, but Bristol's bus service is patchy and unreliable. If the argument for fewer parking spaces is based on a non-localised average, it does not necessarily hold here.
- Who will be responsible for maintenance of the trees on Martins Rd?
- What is happening with the large conifers to the rear of Ansteys Rd?
- The rank of Victorian houses have no off road parking and the general area is used as a park and ride by many commuters ever since the community centre banned parking.
- Reduction of parking spaces in my road (Ansteys Road east), currently 20 cars can park, this will be reduced to 9
- For the 200 dwellings there is only 188 allocated residential spaces
- We live in Martins Road and have no off road parking on our property, as it is we struggle to park.
- There is an ongoing problem with people that don't live in our street leaving cars all day or even longer
- The designers must be used to London public transport
- EV charging needed
- The flats were not meant to be on the edge of the site
- Ansteys Rd West has inadequate parking and the increased traffic will make our currently quiet little road into a rat run which will no longer be safe to walk or play along.
- Staff car parking to Sealtech will still be accessed via Ansteys Road (west), which will create a subjunction at this entrance/ exit point ahead of the main junction onto Memorial Road which is already difficult and dangerous to turn out on to during peak times.
- Lots of wildlife has been evicted from the site during the demolition and remediation works
- Affordable housing or local people is required
- More allowances for traffic calming the other side of the high street. which drives traffic to this side of the high street. Whittucks Road and Martins Road are a main source of cut through for traffic at busy times.
- Object to the block on Ansteys Rd, it should be left open here
- Concerned by the proposal that the top of Ansteys Road north is used as an additional access route, as at present it is a pedestrian friendly route .
- Ansteys Road North would be widened to accommodate the increased traffic, however what needs to be considered is that the houses of this road step straight out onto the street and there is no pavement. At present as the road is blocked to through traffic the risk to children and people from cars is low, this will greatly increase with the additionally increase in traffic from the proposed new houses and the opening up of Ansteys Road north and south, and people using Laburnum Road to access the High Street.
- The site must be planted up with biodiverse species of trees
- The site preparation works have increased the ground height significantly and therefore this needs taking into account.
- The section at the top of Ansteys Road parallel to the High Street has

limited pavement

Possible noise and disturbance from employment element

- Cyclists using the new "Village Streets" and "Mews Streets" need to be better protected from car traffic to encourage active travel, e.g. segregated cycle lanes to the proposed village streets.
- The 1000 sqm village square should contain more green space than 560 sqm
- Water features should be included for wildlife
- E class units could be used for hard pressed services such as GP surgeries
- Future residents should be encouraged to use public transport through information and signage
- Height of buildings will be greater than the previous factory buildings
- Some of the site should be set aside for re- wilding

4.23 Adjacent business - Kleeneze-Koti/(formerly Sealtech)

No objection in principle to the partial redevelopment of the adjoining site, but there is the potential to adversely impact the existing operations of our client from their site and which may present issues around the future expansion of the business. Policy CS12 requires the proposal to not prejudice the regeneration and retention of B Use Classes elsewhere within the defined employment area..". Emerging plans at an early stage, are for a two-storey development or higher at, or in close proximity to, the northern and eastern boundaries of their site. The submitted Illustrative Masterplan and Illustrative Landscape Plan indicate new homes being built as close as 7m from the shared boundary. Regardless of a final design and layout, residential properties within these areas would lie in very close proximity to an operational manufacturing facility and would likely be affected by the business's day-to-day operations.

Contrary to what is stated in the application, whilst it is generally the case that operations are 9.00 to 5.30pm, the business has no restrictions on hours or days of operation. Employees often work overtime outside of these hours, including on weekends. Deliveries may also arrive outside of these hours. As the noise assessment has only been conducted over an 8-day period, it provides only an indicative snapshot of the business's operations and not a complete picture. We are concerned therefore that opportunities for the adjacent business to remodel and intensify operations have not been adequately considered by the current application.

5. ANALYSIS OF PROPOSAL

5.1 Principle of Development

As well as being located within Hanham Town Centre, where development proposals of town centre uses will be acceptable (Policy PSP31) the adopted policy designation of the site is a 'safeguarded employment site' – Policy CS12 – Site 25 - Former Kleeneze site. In addition, Policy CS29 seeks to maximise

job opportunities and enhance the vibrancy of the historic centres. The supporting text to policy CS29 states that *“the ongoing re-use of brownfield land will take place, where appropriate, allowing for the intensification of residential, employment and mixed use development. However, such development must be achieved without compromising the key aims to respect, preserve and enhance green assets, and the distinct character and heritage of the neighbourhoods, as well as provide for new and enhanced community services and facilities, walking and cycling links and public transport”*. The development proposed at Ansteys Road achieves these aims; it enables the redevelopment of previously developed (brownfield) land for a residential-led, mixed use development which in turn helps to preserve green assets while simultaneously protecting and in fact enhancing the character and heritage of Hanham, as well as providing new facilities, walking and cycling links.

5.2 Policy CS12 supporting paragraph 9.10 states priority on these safeguarded areas will be given to B Use Classes (now including Class E(g) in place of Class B1) and main town centre uses which have met the sequential test. Policy CS12 also requires proposals for other economic development uses or for non-employment uses, to demonstrate compliance with criteria 1-4 of the policy:

- 1) *The proposal would not prejudice the regeneration and retention of B Use Classes elsewhere within the defined employment area; and*
- 2) *It can be clearly demonstrated that it would contribute to a more sustainable pattern of development in the local area as a consequence of the appropriateness of the proposed use to the location; and*
- 3) *The proposal would improve the number and range of jobs available in the local area; and*
- 4) *No suitable alternative provision for the proposal has been made elsewhere in the LDF.*

5.3 The Council's locational and employment land safeguarding strategy in policies CS11 and CS12, as well as policies CS29 and PSP21, have a high degree of consistency to the NPPF and so are not out-of-date. Therefore, full weight can continue to be attached to these policies as part of the overall planning balance.

Notwithstanding this the site has been vacant for some considerable time and the application provides employment opportunities which will support this policy objectives, while also regenerating this brownfield site and helping to deliver market and Affordable Homes, which are entirely consistent with the spatial objectives of the Core Strategy. The overall planning balance can be found at the end of this report.

The CS12 four criteria are considered below;

1. *Would the proposal prejudice the regeneration and retention of B Classes elsewhere in the defined employment area?*

The only remaining B Class Use is the Sealtech/Kleeneze Koti site which adjoins the application site to the west and includes an industrial unit of circa 3,200 sqm. As part of the preparation works for the current application,

permission was granted to upgrade an existing service access to Sealtech's service yard from New Walk, with associated drainage and improvements to pedestrian infrastructure on Memorial Road. This will facilitate a new access for HGVs, which in turn avoids those vehicles using the Ansteys Road access and traversing the application site. It is a significant part of ensuring that the existing B Class use is not jeopardised by the proposal.

- 5.4 Notwithstanding this it is acknowledged a letter of objection from this company had been received, which cites concerns over potential complaints from new residents over the service yard noise and disturbance, hours of operation or potential curtailing of future extensions. In addition to criterion 1 of policy CS12, Policies, Sites and Places policy PSP21 requires that new development sensitive to noise or other pollution should not threaten, through imposition of undue operational constraints, existing uses considered desirable for reasons of safeguarding, economic or wider social needs.

Site section 3 (of drawing 900001-P10) shows the application site level to the east of the Sealtech storage area to be *currently* roughly at the same level, but it would be raised by about 1m. This would have the effect of reducing any potential impact from a potential Sealtech extension on the residents of Block A. The distances from this boundary to the rear elevations of Block A are c. 20m. The Council's household Design Guide SPD (adopted 2021) states that a back to back distance of 20m is sufficient to ensure reasonable levels of privacy or overbearing effect.

- 5.5 Turning to the proposed dwellings to the East – Block C and D, the distance from the rear elevations of these dwellings to site boundary with Sealtech and its HGV manoeuvring and dispatch area is 14m. It is acknowledged that as this is an Outline planning application, these exact distances are not being approved at this stage, however the indicative plans do show that it is possible to have an acceptable solution. These matters will be fully addressed at Reserved Matters stage. The Design Code indicates an acoustic fence along this boundary- as recommended by the Noise Report. Subject to a condition to ensure that this is implemented, it is considered that criterion 1 is complied with.

2. *Can it can be clearly demonstrated that it would contribute to a more sustainable pattern of development in the local area as a consequence of the appropriateness of the proposed use to the location?*

The scheme contributes to a more sustainable pattern of development in the local area by virtue of the enhanced connectivity that results from the proposed development. Connection points and route alignments respond to desire lines to link communities directly to the High Street. A permeable network of north-south and east-west routes would offer movement choice that is not there currently. The streets, courtyards and greens are public spaces open to all, encouraging people to walk and cycle and integrate. The village green would encourage physical activity and promote health, well-being and social inclusion. The new native planting would create habitat for wildlife. Hanham already benefits from an active High Street, local employment areas, public green spaces and community facilities. The application would help to strengthen the

physical connections for the community accessing these facilities, continuing the network of attractive green routes and focal spaces that prioritise pedestrians and cyclists. Retail has been excluded from the Class E uses (Class E(a) in the description of development, with the intention of ensuring that the site does not compete with existing retail uses in the Primary and Secondary Shopping frontages of Hanham. Criterion 2 is therefore complied with.

3. *Would the proposal would improve the number and range of jobs available in the local area?*

- 5.6 The site is vacant at present, therefore any development with a commercial offer will generate more employment than is currently on the site. A potential employment gain *'in the order of 40-45 new FTE jobs'* (based on standard floor space ratios) as stated by the applicant is not large given size of the site which is one of the few remaining safeguarded employment sites in the East Fringe. It is however encouraging that the applicant is promoting the proposed employment floorspace for *'incubator and / or hub space'*. The Economic Development Team have stated that there is a considerable demand for such accommodation in the area.

Notwithstanding this, data from the 2011 Census (which remains the most up to date until data from the 2021 Census is published) demonstrates that is a significant imbalance of jobs to workers in the *'East Fringe'* Core Strategy Policy area where the site is located (only 0.4 *'jobs'* for every *'resident worker'*). Through policy CS12, the Core Strategy therefore seeks to redress this balance by managing change on economic development sites as to maximise job opportunities within the area (CS29.3).

- 5.7 The West of England Combined Authority (WECA), in collaboration with the local authorities of Bristol, BANES, South Gloucestershire and North Somerset, commissioned an Employment Land and Spatial Needs Assessment Study (ELSNA) (June 2021) as part of the evidence base for strategic and non-strategic policies in the West of England area. In addition the South Gloucestershire Employment Land Review (ELR) (January 2022) assessed the demand and supply of employment land within South Gloucestershire. These studies can be given moderate weight as evidence which has been independently prepared and published.

These studies support the imperative within the adopted Core Strategy to safeguard existing economic development sites, and manage change within them to improve their economic offer. This is also consistent with the NPPF which states in paragraph 8a an economic objective to ensure "that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity", and in paragraph 81 that "significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development."

For the above reasons, the Council's Economic development team have objected to the proposal, and this criterion is not met by the proposal.

4. *Is there no suitable alternative provision for the proposal made elsewhere in the LDF?*

Following the issuing of the Thornbury appeal decision, the Council has been able to update its annual monitoring report (AMR) and is able to demonstrate a 5-year housing land supply. The most up-to-date figure is 5.35 years. This criterion is therefore not met.

5.8 In addition, it is necessary at this stage to consider the emerging New Local Plan

Phase 2 Local Plan Consultation

The new Local Plan Phase 2 put forward a number of sites which could potentially be developed for higher density residential or mixed uses. The current application site was put forward to the Council for mixed use through the Call for Sites Process. The Phase 2 Local Plan consultation tested two options:

Option 1 proposes to retain the existing safeguarded employment designation. Option 2 proposes a mixed use approach, whereby up to 200 homes could be provided, along with 1,125m.sq. of employment floorspace. Responses to this consultation and the development of the next phase of the local plan are ongoing and no decision has been made as to the preferred option on this site. Nor has a decision been made on the final portfolio of employment sites which will be set out in the Local Plan employment land strategy, although WECA and SGC employment land evidence demonstrates that all our existing safeguarded land would be required to meet identified need.

5.9 The Density and Character Study 2022 forms part of the Evidence Base for the emerging Local Plan. The study focusses on the key existing high streets day to day living. The study includes Hanham as one of the 15 Urban Lifestyle focus areas. Based on the prevailing density of the area, and the other factors, a density range of between 50-90dph was considered appropriate. This acknowledges that Hanham doesn't have a railway connection, or a rapid transit option (Metrobus), with limited cycle route provision. It does have sufficient variety and access to open spaces, town centre variety and social infrastructure. Further discussion on density is considered under *Design* later in this report.

Notwithstanding the above, the Local Plan is at an early (Regulation 18) stage in its preparation, and therefore carries little and limited weight (in line with NPPF para 48). As not all the CS12 criteria are met by the proposal, and the emerging Local Plan only has limited weight, the application does not comply with the Development Plan Policy CS12. It is necessary to consider other material considerations, and this will be balanced at the end of this report in the *Planning Balance*.

5.10 Transport

Policy CS1 of the Core Strategy seeks to achieve the high standards of design for site planning and encourages an overall layout which is well integrated with existing adjacent development and connected to the wider network of foot,

cycle and public transport links. Policy CS8 of the Core Strategy considers the location of new development and encourages new development that is sustainably located where development can secure access to facilities and services by means other than the private car. Policy PSP11 of the Policy Sites and Places Local Plan in more detail requires development to have an acceptable impact on highway and road safety. Specific to parking requirement for new development, Policy PSP16 is relevant when assessing new residential development.

In support of the application alongside the plans and Design and Access Statement, the applicant has submitted a Transport Assessment, and a draft Travel Plan. This site has had the benefit of pre-application discussions which resulted in submission of a scoping report including traffic assessment. Details submitted with the current application also include a parking survey carried out on the adjoining road surrounding the development site.

5.11 Travel Sustainability

Location

The application site is located in a sustainable town centre location, with a range of local services and facilities available within acceptable walking and cycling distances and it is on a previously developed land.

5.12 Site access arrangements:

There are currently four existing (vehicular) accesses to this site - one is via Martins Road, another one access off Laburnum Road plus two other existing gated accesses off New Walk. All four accesses are proposed to be modified/upgraded, and they would all be utilised as part of redevelopment of the site. There would also be a new access point on Ansteys Road. The submitted indicative layout as submitted shows two separate vehicular routes through the development site – a north/south link between Ansteys Road / Laburnum Road and New Walk, plus the east/west link connecting New Walk to Martins Road.

5.13 Vehicular Access proposed:

- *Martins Road* – The existing site access on Martins Road would be amended/upgraded to provide a vehicle and pedestrian access into the site. The site access junction would include a 5.5m wide carriageway, 6m corner radii and 2 x 2m wide footways.
- *Ansteys Road* – existing site access arrangement from Ansteys Road / Laburnum Road would be upgraded to serve the site. The junction would include a 5.5m wide carriageway, with 2 x 2m wide footways. The indicative masterplan shows that this access junction would be located on a raised table and would involve the re-prioritisation of traffic on Ansteys Road/Laburnum Road, so that traffic is afforded priority heading through the site rather than along Ansteys Road.
- *New Walk* – Up to two new vehicular and pedestrian accesses would be provided into the site from New Walk. The site access arrangements from this

direction are only shown indicatively on the masterplan and these include either :

- a residential access road - which would include a 5.5m or 6m wide carriageway, 6m corner radii and 2 x 2m wide footways; or
 - a shared surface street - which would incorporate a 6.8m wide shared surface area with 6m corner radii at the junction with New Walk.
- *Ansteys Road (west)* - A new vehicular access to part of the site is also proposed from Ansteys Road (West). The illustrative plan shows the existing section of Ansteys Road to be widened and a 2m wide footway to be provided along the development frontage. No vehicular connections through the development will be permitted from any new access on Ansteys Rd West. A vehicular access connection from Ansteys Road to Sealtech car parking area will be retained. *There is no proposal to make Ansteys Rd West to Laburnum Road/Ansteys' Rd East a through route for vehicles. It would remain a pedestrian/cycle link only.*
 - *New Walk:* Planning permission was granted to upgrade an existing service access to Sealtech's service yard from New Walk, with associated drainage and improvements to pedestrian infrastructure on Memorial Road. This application is independent of the current one, but is relevant as it facilitates a new access for HGVs, which in turn avoids those vehicles using the Ansteys Road access and traversing the application site. This has now been constructed.

5.14 *Pedestrian / Cycle Access points*

In addition to the vehicular access points, a further pedestrian and cycle only access connection would be provided on the frontage to Ansteys Road East. This would facilitate a direct connection with the existing alleyway route to the High Street in accordance with the overall design strategy of permeability. Locally, there is an extensive network of footways which offer pedestrian access to various facilities and services within Hanham. Pedestrian facilities surrounding the site are considered to be of good quality with nearly all of the surrounding roads incorporating street lit footways. Furthermore, the two signal-controlled pedestrian crossings on High Street provide safe locations to cross High Street.

Cycling within the vicinity of the site is mainly achieved by on-road cycling. Nevertheless, cycling trips would still be encouraged to/from the site as a number of local roads are considered to be suitable for cycling due to reasonably low levels of vehicular traffic and wide street lit carriageways. With no recorded collisions involving cyclists in the most recent 3-year period, the local roads are also considered to be generally safe for cyclists.

In respect of public transport, there are a number of bus services operating within the vicinity of the site with services routing along High Street and Memorial Road. The closest bus stops to the site lie on Memorial Road and High Street. The entire site lies within a 400m walking distance of these bus stops.

Existing walking, cycling and public transport facilities/services can provide residents with a realistic opportunity to travel to destinations both within Bristol

and South Gloucestershire via alternative modes of transport to the private car. Overall, therefore, the site is considered to be located in a suitable/accessible location where residents would not necessarily be reliant on use of private cars.

5.15 Traffic Impact

To estimate the number of vehicle trips likely to be generated by the proposed development, the applicant has used TRICS database (the industry standard tool) to work out the car trips from the proposal and compare it the traffic figures associated with the previous site use (business /employment) as well as the consented retail use (supermarket). Transport DC are satisfied that the methodology used in calculating the net impact of the development traffic is robust, and agree with the overall conclusion of the TA report that the current development proposals when compared against the consented Tesco scheme would generate significantly fewer vehicle trips during the critical weekday highway peak hour periods.

5.16 Parking

This is an Outline application, therefore it is not possible to confirm the exact number of parking spaces which would be provided on site. Nevertheless, it is acknowledged that parking is the most frequent issue raised in the local resident responses, as well as the Parish Council. The following issues are therefore pertinent.

The DAS includes a car parking strategy, and parking plan based on the illustrative masterplan. This indicates a potential site wide parking strategy with parking provision that broadly meets the adopted South Gloucestershire Council Residential Parking Standards SPD, at approximately a 7% reduction for a scheme that includes the later living option. The illustrative layout for residential uses proposes: 1 space per 1-bed and 2-bed apartments, 1.5 spaces per 2-bed house, 2 spaces per 3-bed house. Parking within the illustrative layout proposal comprises dedicated on-plot private parking and shared on-street and courtyard parking for residents and visitors. In addition, a number of unallocated visitor spaces are proposed, which could meet the 0.2 spaces per dwelling required by the standard. A further provision of electric car club sharing spaces is shown adjacent to the village green space. The later living element proposed with 'Block H' also complies with the standards for 'other residential types' in the SPD of 1 space per 2 dwellings. 10 allocated spaces are defined within Block H to support the 650 sqm of flexible employment space.

This mix and level of parking provision is considered sufficient for the purposes of the development and is broadly in line with South Gloucestershire's current parking standards. However, as the illustrative layout is not necessarily the final layout of the final car and cycle parking provision would have to be decided as part of the Reserved Matters application once the final site layout has been developed in greater detail and the number of homes/flats, their size and the number of bedrooms is known.

5.17 The application is also supported by a Parking Survey (both during day and evening time) within a 200m radius of the development site boundary, in order

to determine the level of parking stress on a street-by-street basis across the study area during a typical weekday and Saturday. The aim of the study is to provide an understanding of parking supply, demand and stress around the site during the survey periods. The result of this parking survey on the adjoining streets indicates that some streets within the parking survey zone were at or very close to full capacity; the overall results suggest that there is limited space where drivers can park.

There is local resident concern that there would be a reduction of parking spaces in Ansteys Road east. However although there would be the construction of a new access to the rear of Block H, together with enhanced pedestrian route to the High Street, it is not proposed to significantly reduce on-street parking in this location. In Ansteys Road West, improvements to the on-street parking would be made, by formalising what already takes place. The dwellings fronting it would have rear access so there would be no driveways to exclude on-street parking.

To address any over spill of car parking on the surrounding streets, the applicant has agreed to make financial contribution of £20,000 towards traffic management and waiting restrictions in the area. (Implementation of any TRO will be the subject to wider public consultation).

- 5.18 The site is a Town Centre location, as defined in Policy PSP31 (the southern boundary being New Walk. It is therefore necessary, in the interests of the efficient use of land, to make the most of the brownfield site through the development of a higher density scheme that the surrounding areas to the south east and west, which are suburban in character. In this context, the applicant has presented justification within the TA for some relaxation of parking for the future development, and has submitted a draft travel plan.

The NPPF states that parking policies should take account the accessibility of the site and the availability of public transport. Locally there is an extensive network of footways which offer pedestrian access to various facilities and services within Hanham. Pedestrian facilities surrounding the site are considered to be of good quality with nearly all of the surrounding roads incorporating street lit footways. Furthermore, the two signal-controlled pedestrian crossings on High Street provide safe locations to cross High Street. The site is well served by bus services. Service route 44 operates a 20-minute service along Memorial Road. On the High Street, service route 45 operates also operates a 20-minute frequency throughout the day and service route 17 operates hourly. The services on both roads fall back to an hourly frequency in the evening. There are bus stops on Memorial Road and the High Street within 400 metres of the site.

To further encourage sustainable modes of transport a number of infrastructure improvements are proposed. These infrastructure improvements are set out at the end of this section and are Section 106 obligations.

5.19 *Travel planning*

In support of this planning application a Framework Travel Plan has also been submitted. The report sets out measures that would be put in place at the site in

order to promote sustainable alternatives to private car use. Travel planning proposed also includes the provision of Car Club within the site - (car club cars to be provided by the applicant for the duration of Travel Plan (5 years) period). The final approved travel plan would be binding through incorporation within a planning condition. In addition, the applicant would pay SGC an annual monitoring fee of £1,000 (index linked) for 5 years of travel plan monitoring.

Other transport issues raised by consultees

Residents parking scheme has been suggested by some residents and the parish. However this would require funding, and moreover is not reasonably necessary to make the proposed development acceptable.

5.20 *Transport Conclusion*

There is no objection from Transport DC subject to the following S 106 obligations and conditions:

Transport S106 Heads of terms

1. Upgrade pedestrian link to the High Street, including street lighting and new tactile paving together all associated works.
2. Provide a pedestrian raised zebra crossing on Memorial Road together with all associated works.
3. Upgrade local bus stops on memorial road to RTI standard together with all associated works.
4. Provide a raised table at the site accesses on New Walk/Ansteys Road and a raised table at the New Walk/Martins Road junction together with all associated works.
5. Improve the road layout on Ansteys Road which includes road widening, footway and visitors parking layby – also to include improvement to street lighting and road surfacing together with all associated works – all off site highway works are shown indicatively on Off Site Highway Works Plan
6. Provide car-club cars (minimum of 2 cars) within the site boundary for the period of travel planning on site.
7. Financial contribution
 - iii) Pay the Council £1,000 per year (indexed linked) for period of 5 years as monitoring fee in associated with Travel plan with the first payment to be made prior to occupation of the first dwelling.
 - iv) Pay the council the sum of £20,000 towards traffic management measures and the review of parking regulation in the area.

Conditions:

Travel plan - Full Travel Plan.

Car parking – transport DC have requested a condition to the effect that there shall be no shortfall greater than 7% in car parking provision for the development when the residential parking is assessed against the council's car parking standards as set out in SG policy PSP16. The planning officer considers this condition is overly specific and at Outline stage as the matter will be properly consider at Reserved Matters stage, taking into account the detailed nature of the RM proposal. However, as the Design and Access

Statement includes a detailed Parking Strategy which is agreed by officers, compliance with this shall be a condition.

Cycle parking.

Electrical Charging Points to include on street parking.

Damage to highway – Dilapidation survey.

Construction management plan to be implemented.

5.21 Urban Design

At pre- application stage, the applicant submitted the draft proposed scheme to the Design Review Panel. The panel concluded that they were impressed by the approach taken by the design team and the potential it offers to create high quality housing and public realm. The Panel appreciated the very considerable complexity of the project but that they have every confidence the design team is equal to this task. The panel supported the fact that the development of the site has been designed to improve pedestrian connections to the local area. The panel did encourage the design team to review more thoroughly the topography of the site and how this could be best utilised. It was further advised that the design team '*focus on the character, identity, footprint and scale of the public realm*' and that they '*decide on the identity and character for each of the five principal elements of public realm they are proposing*', namely: The Square; the 'garden walk'; the mews (south east corner of the site); principal route (linking New Walk to Laburnum Road); and the entrance from St Martins Road.

The design panel noted how the development aims to conform with the emerging urban lifestyles approach, such as with the mixed housing typologies. The feedback also aligned with the Council's pre-app response in encouraging the design to go beyond required standards, keeping in mind the Council's climate emergency declaration.

5.22 *Land use and Access Parameter Plan*

Mixed use zone

This zone would include workspace (Class E excluding retail), with a minimum floorspace total of 650sqm. The zone is defined to encourage the delivery of mixed-use activity in close proximity to the High Street and the key connecting routes via Ansteys Road and Martins Road. The mixed-use zone also supports residential uses (Class C3), associated car parking, access, infrastructure and incidental open space and landscaping.

Residential zone

This covers the majority remainder of the site area where residential (Class C3) uses can be provided, alongside associated car parking, access, infrastructure and incidental open space and landscaping. A maximum total of 200 dwellings (Class C3) can be provided, across the two zones. The final dwelling mix and dwelling sizes will be determined at the reserved matters stage, but the total can include an element of 'later living accommodation under Class C3.

Public Square zone

This is a flexible zone in a central location within which a public square space of a min 1,000 sqm would be delivered, within which a minimum of 300 sqm will be for play. The zone is larger than the minimum space area to allow for flexibility at the detailed design stage to define a final shape and position of the space. The space can include both hard and soft landscape elements, including drainage, play and planting features, but it must be publicly accessible.

5.23 *Building Heights*

The Building Heights parameter plan prescribes the maximum heights of buildings across the site. It does not fix the proposed building heights, but it does however set 'up to' maximum threshold limits, allowing for height variations and flexibility in the detailed stages. The parameter plan allows for the provision of residential and mixed-use buildings typically ranging from two to five storeys in height, including allowance for a taller floor to ceiling height on the ground floor of mixed-use buildings.

9m Zone: up to 2 storeys.

10m Zone: up to 2.5 storeys.

12m Zone: 2.5-3 storeys.

14m Zone: up to 3 storeys.

17m Zone: up to 4 storeys.

20m Zone: up to 5 storeys

During the course of the application, the Building Heights Plan has been amended to reduce the maximum height on Ansteys Rd West from 10m to 9m. Also, to reduce the height adjacent Laburnum Rd from 14m to 12m, and increase the width of the Ansteys Rd East 14m zone. In addition, the heights adjacent to New Walk have been reduced, as well as heights adjacent to part of Martins Rd. These amendments aid the integration of the scheme into the existing built form, taking account of site levels, in the interests of the visual amenity of the area. It also improves residential amenity, which is discussed in a separate section of this report.

- 5.24 The 20m Zone establishes the opportunity for taller buildings to be focused at the centre of the site, enabling an enclosure to be created to the proposed village green space. Positioning taller buildings in this location responds to existing and anticipated ground levels, where the site steps down from Ansteys Road. Taller buildings in this area also responds to the context, with the existing warehouse (Anstey Court) and its height of 3-4 storeys sitting opposite on higher ground on Ansteys Road. The 14m Zone set back from the northern boundary to Ansteys Road (east) will require buildings to step down in height from the centre of the site to a maximum of 14m (typically up to 3 storeys) to establish a suitable transition in scale to this edge. The 9m Zone adjacent to Ansteys Road (west) is where development would form a new built frontage in an appropriate scale opposite the existing 2 storey dwellings on the north side of the road.

Building heights to 9m in the south eastern area of the site, where development will adjoin the backs of dwellings along Martins Road. Is proposed. A 10m Zone covers the southern frontage to New Walk and south western edge to Sealtech, where a maximum building height of up to 10m can be delivered (typically up to 2.5 storeys) which reflects the lower scale context of the surrounding residential development.

5.25 *Illustrative Masterplan*

This plan is based on a total of 180 dwellings. It shows a Village Square / green' at the heart of the neighbourhood, with buildings enclosing the square. The northern site would be apartments or 'later living' accommodation over flexible ground floor uses and 'live work units' with potential for a 'warehouse'

appearance. The plan indicates enhanced pedestrian and cycle connections to the High Street. To the north of the apartment block, adjacent to Ansteys Rd East the plan highlights the opportunity to use the change in ground level to hide car parking under a light weight decked communal garden. Some dual aspect apartment terraces are shown with secure car courtyard parking. Along Martins Rd, town houses with open garage and rear courtyard parking set back behind landscaped street frontage and retained trees. In the southern part of the site, the opportunity for mews style coach houses with archway parking space and walled patio gardens, and coach houses with archway parking and walled patio gardens.

Ansteys Road would be widened with on street parking fronted by terraced housing with walled ground level gardens backing onto a car park. Connections from New Walk are shown, to encourage movement through the site to link communities with the High Street. New street trees would enhance the scheme and aid biodiversity net gain.

- 5.26 The ambitions for density and form are welcome provided this quality is achieved in the final outcomes. It was therefore suggested at pre-application stage that, in addition to the usual suite of information the outline application submission will therefore need to be supplemented with additional detail such as scalable parameter plans, and illustrative layout, and Design Codes. This has been provided and provides sufficient comfort that a capacity of around 180 dwellings (including 70 later living apartments) can be achieved.

The Design Code has been amended to clarify that the Codes are assertive and clear in their intent. Numerous amendments include: the village square rooflines as gables, the village square POS to now provide a good mix of green space, play and a resilient surface, which will be useful for public events and a variety of uses. Copenhagen crossings have been added at mews Street entrances. Long rows of perpendicular car parking have been broken up with planting. Ansteys Rd West now has low wall for the front boundaries, and other boundaries and materials have been clarified.

The proposal complies with Policy CS1, and provided the Design Code and DAS is used to inform the future Reserved Matters, which is required by condition- a high quality urban design-led development would significantly enhance the area significantly.

- 5.27 Residential Amenity and Noise
Policy PSP8 of the Policies, Sites and Places Plan states that development proposals will be acceptable provided that they do not create unacceptable living conditions or have an unacceptable impact on the residential amenity of the occupiers of the development or of nearby properties. Unacceptable impacts could result from (but are not restricted to): loss of privacy and overlooking; overbearing and dominant impact; loss of light; noise or disturbance; and odours, fumes or vibration. Similarly Policy PSP38 requires this consideration, as well as the provision of sufficient amenity space for both host and proposed dwelling.

Existing Residents

Existing dwellings on Ansteys Road, East and West, and Martins Road adjoin or lie adjacent to the application site. Policy PSP8 of the Policies, Sites and Places Plan states that development proposals will be acceptable provided that they do not create unacceptable living conditions or have an unacceptable impact on the residential amenity of the occupiers of the development or of nearby properties. Unacceptable impacts could result from (but are not restricted to): loss of privacy and overlooking; overbearing and dominant impact; loss of light; noise or disturbance; and odours, fumes or vibration. These issues have therefore been considered in terms of the adjacent dwellings.

The ground levels vary across the site and within the adjoining context. To the north, levels change considerably along the adjoining Ansteys Road, with the western end of the street lower down at approximately, rising to the far eastern end. Along this edge the ground levels currently drop down into the site by approximately 3m from certain points on Ansteys Road.

- 5.28 The applicant was requested to provide additional site sections; indicative proposed site sections are included to show how proposals would relate with the estimated ground levels and adjacent dwellings.

Anstey Court faces the application site across the narrow Ansteys Road West; an additional section was sought to demonstrate the relationship with new buildings. This indicates that there would be a minimum of 12m from the start of the 14m max height zone, and that, due to the site level drop in relation to Ansteys Rd West, the ridge of a 14m high building would not be significantly higher than Anstey Court ridgeline. These heights and distances would preclude any significant overbearing effect on Anstey Court, which has habitable room windows facing the site. The indicative masterplan shows these distances to be even further, due to the presence of a potential decked garden here. Consideration of privacy would be assessed at Reserved Matters stage, but at this stage it is possible to say that adequate distances between habitable rooms would be possible.

The gardens and homes of 4-22 Ansteys Road could continue to benefit from being on raised ground above the site level and can also have the ends of buildings located to avoid overlooking, with new tree planting along the boundary. These existing dwellings with gardens backing onto the site, would be separated from the max 14m zone by a substantial belt of retained mature landscaping, and at a minimum distance of 15m from the rear elevations, would preclude any significant overbearing effects. Further, provided there were no habitable room windows in the north elevation of this part of the development, there would be no loss of privacy.

- 5.29 With regard to the dwellings at the southern end of Laburnum Rd, the application has been revised to reduce the maximum heights in the nearest part of the site to this area. In addition, a section has been provided. Neither of these closest dwellings face the site with main habitable room windows as they are side on to the site. Further, the rear garden of 9 Laburnum Road is some 14m from the beginning of the 14m max high zone, so there would be no significant overbearing effect on this amenity space. In addition, the Indicative Masterplan shows that the nearest building is likely to be further away than this.

On the other side of Laburnum Rd (west) No.6 is side onto the application site, at a distance of some 10m from the maximum 12m zone. There would be no significant overbearing effect resulting from this.

A 12m max zone adjoins the southern end of the existing Martins Rd dwellings, and the illustrative masterplan shows that this is likely, in the interests of urban design, to compromise a continuation of the Martins Rd frontage, with the opportunity to plant trees along this edge and angle the proposed buildings to reduce further any potential of overlooking. These dwellings on Martins Rd have very long gardens, so will not be directly affected by the proposal to the west of these.

On New Walk, there is a dwelling (No. 13) that effectively is in the backland of Martins Rd dwellings, so is much closer to the proposed development. Here however it is proposed to provide a max 9m zone – two storeys- with the illustrative masterplan showing mews style coach houses. The proposed gardens of homes backing onto the rear boundary of gardens at no.s 9-23 Martins Road will be at a similar level therefore there would be no significant overbearing effect here, and loss of privacy could be avoided by no habitable rooms at first floor along the rear of Martins Road in the Reserved Matters submission.

Proposed dwellings in Block A would face the front of the existing Ansteys Rd West dwellings. The proposal has been revised in this location to a maximum of 9m in height – two storeys- to avoid any significant overbearing effect.

5.30 *Future residents*

The Design Code has been amended to ensure that balconies, garden decks, terraces and gardens will be required to ensure private amenity space meets Policy PSP43- private amenity space standards. This therefore will be a requirement of a Reserved Matters Submission. In general, all other residential amenity standards as set out in the Householder SPD and Policy PSP8 will be assessed at RM stage.

In addition to criterion 1 of policy CS12, Policies, Sites and Places policy PSP21 requires that new development sensitive to noise or other pollution should not threaten, through imposition of undue operational constraints, existing uses considered desirable for reasons of safeguarding, economic or wider social needs.

The application is supported by a Noise report. The dominant noise source is distant road traffic noise and that from the local road network. Localised contribution from vehicles arriving and leaving Kleeneze Sealtech Ltd adjacent to the western boundary was noted. The noise report concludes that the prevailing daytime noise levels across the site are suitable for residential amenity without specific mitigation, based on a noise level of $\leq 55\text{dB LAeq,16h}$. At detailed design stage, lower noise levels within external amenity areas could however be achieved. Specifically, the provision of acoustic grade fencing at the boundary with the new service access road to Kleeneze Sealtech Ltd is suggested mitigation. It is noted that the adjacent business to the west – Sealtech- have concerns regarding the new residents potentially curtailing their current and/or future business operations, which at present are unrestricted in

terms of hours of operation. This issue is partly addressed in the *Residential Amenity* section of this report, however in terms of potential noise and disturbance, the above-mentioned acoustic fence would preclude any significant noise and disturbance issues. The Council's EHO Noise officer is satisfied with this.

- 5.31 With regard to internal noise levels the prevailing noise levels indicate that suitable levels would be achieved for the majority of the site with windows open, but with potential exceedance at locations adjacent to the site boundaries. At all locations BS 8233 guidelines and SGC requirements would be satisfied with provision of standard thermal double glazing with vents affording 32dB.

The EHO Noise officer considers the noise report to be comprehensive. Further, subject to the Construction and Environmental Management Plan-CEMP there is no objection from the EHO, subject to a condition requiring the Commercial Class E non-residential development to satisfy the reported British Standard 4142 noise assessment; the Rating Noise level shall not exceed the pre-existing Background LA90 Noise level. This will mainly relate to plant.

Kleeneze Sealtech have concerns regarding the proximity of new residents to their service yard and potential future extension area. This issue is addressed *Principle of Development* section of this report.

Subject to the above-mentioned condition, the proposal is acceptable in terms of residential amenity for existing and future residents.

5.32 Trees and Landscape
Existing Trees

The application is accompanied by an Arboricultural Impact Assessment. A total of 43No. individual trees, groups of trees and hedgerows were recorded as part of the tree survey. Of these arboricultural features, 21No. were awarded a moderate B grade and 16No. were awarded a low C grade. The remaining 6No. were awarded a very low U grade and should be removed for reasons of sound arboricultural management irrespective of any development proposals. 4No. of the trees present on the eastern Site boundary adjacent to Martins Road are TPO'd. A total of 32No. arboricultural features will be removed to facilitate the Development. Of these, 10No. were awarded a moderate B grade and 16No. were awarded a low C grade. A further 6No. U grade trees will be removed for reasons of sound arboricultural management.

In line with South Gloucestershire's Tree Replacement Policy which is set out in the SPD: Trees and Development Sites Supplementary Planning Document, replacement tree planting is required where "trees covered by categories A, B and C of BS 5837:2012 (Trees in relation to design demolition and construction) are felled as part of a development, and replacement planting is required on public land. The Tree Replacement Policy is to be used to calculate the appropriate level of mitigation for any non SGC trees removed from the site. It is estimated that between 69 and 77 replacement trees would need to be planted on-site to mitigate for their loss. The Illustrative Landscape Plan shows over 100 new trees, and the plan is a realistic expectation of what can be achieved on site. The TPO'd trees on Martins Road will be retained, as will the largest tree on Ansteys Road (East). There is no objection in terms of trees,

subject to a condition requiring the erection and retention of the protective fencing in accordance with the submitted plan in the Arboricultural Report.

5.33 Landscape

The landscape strategy for the proposal as set out in the Design Code would have its central focus green 'heart', which is well connected north-south to the High Street and east-west to the surrounding area. Different character areas would be defined by the structure, texture and colour offered by different tree and planting types. Species that are tolerant of urban conditions and do the most to capture pollution and surface water run-off, provide shade to cool buildings. It is further proposed to enhance existing green infrastructure networks on site and enhance connectivity outside of the site by providing green links of street planting and trees; and create wildlife corridors. Proposed planting is set out in the Planting Plan which indicates planting across site to create a linked network for pollinators. Year-round colour, structure and habitat for pollinators and other wildlife through the specification of a diverse palette of native and non-native tree, shrubs and herbaceous perennials is shown. Species are chosen for their robustness and tolerance of wet and drought conditions to mitigate the effects of climate change.

It is acknowledged that during the previous 10 years of inactivity on the site, a mosaic of scrub colonised it. The loss of this is a concern for some residents. It is however proposed to plant new scrub in areas such as the northern boundary with Ansteys Rd East, the southern site boundary with gardens of Martins Road, and the boundary with Sealtech. Furthermore, a biodiversity net gain condition is included.

- 5.34 The dominant focus of the development is the road layout and block structure, creating an urban character. Of the existing on-site vegetation the roadside trees on Martins Road are to be kept and a tree on Ansteys Road behind the High Street. The design intends to provide replacement native trees and shrubs along the inaccessible site margins adjoining Sealtech and rear gardens of adjoining properties. The most noticeable landscape elements of the site will be the new roadside tree planting and the park in the centre of the site which forms the principal focus.

There is a difference in levels across the site of some 10m and the groundworks is complicated by former mine workings. The cross sections provided show a sympathetic utilisation of the site levels and the use of these levels changes to accommodate undercroft parking as a potential solution is welcomed.

- 5.35 The Village Square would measure a minimum of 1,000m² in total - it would be predominantly green, with an aim to establish a 'village green' character as a counter-point to Maypole Square. The square would be designed to maximise playable space in its landscape design alongside other communal functions such as seating and pop-up event space. The village square would incorporate incidental meeting spaces, accessible from the footpath, consisting of a low wall with timber seating above. A formal line of clear stemmed trees would create a visual link between both sides of the village square. In addition, amenity planting which doesn't impact on natural surveillance. The intention is to provide a safe, overlooked and uncluttered public realm with integrated play

opportunities and furniture to encourage social interaction and a sense of community. Whilst these principles are set out in the submitted DAS, as this is an Outline application the details will be the subject of a future Reserved Matters application.

As noted in the consultation section of this report, the Council's Landscape Architect is satisfied with the revised proposal. The design of the central space 'village square' has been amended now gives a better balance between different potential users. The lawn area is important as a foil to the urban character and a reflection of the village character of some parts of Hanham. With the trees and hedges the lawn will help with temperature regulation in hot weather. The lay area is partially contained but isn't fenced from the rest of the main open space. At Reserved Matters stage, a careful choice of surfacing materials will be needed to ensure the area doesn't look too fragmented.

A condition is required to ensure that pennant stone is used in elements of the scheme as it is a clear local character signifier.

The design of the village street has been slightly modified to give wider privacy strips in front of block D and longer parking bays to reduce overhanging to pavements. Build outs of the planting areas is shown to reduce traffic speeds on the straight road sections. More tree planting between rows of perpendicular parking has now been included.

Subject to the condition noted above, and standard landscaping conditions, the proposal is in accordance with Policies CS2 and PSP2.

5.36 Ecology

An Ecological Impact Assessment has been submitted.

Designated sites for Nature Conservation (European Sites, SSSI's and local sites (Sites of Nature Conservation Interest or Regionally Important Geological Sites): The site is not covered by any designated sites.

Habitats (including habitats of principle importance (Priority Habitats) Section 41 Natural Environment and Rural Communities (NERC) Act 2006:

At the time of the survey, the following were present- shrubs, poor semi-improved grassland, scattered trees, Sand scrub.

Japanese knotweed was previously recorded on site in 2011, however none was found in the updated survey and is assumed eradicated.

A range of new habitats are proposed, providing foraging opportunities for invertebrates and therefore foraging opportunities for small birds and bats. The planting plan shows new habitats including wetland wildflower planting, wildflower meadow, native and ornamental planting, species rich grass, scrub, hedgerows, and native and ornamental trees.

Species protected under the Conservation of Habitats & Species Regulations 2017 ('European Protected Species) and Wildlife & Countryside Act 1981 (as amended):

Bats: All trees on site were assessed for their bat roosting potential and they were all assessed as being negligible. Buildings A, B, D, E, F & G were all assessed as being of low bat roosting potential and building H was assessed as being of moderate potential. Further surveys found no bats entering or emerging from the buildings. The habitat on site provides some foraging potential for bats and activity from the survey returned mainly common species including light sensitive species. In line with NPPF and local planning policy, opportunities to improve opportunities at the site for bats is proposed. The provision of the habitat enhancements and the provision of roosting habitat in the form of a minimum of 10 bat boxes on suitably mature trees and/or new buildings is proposed. be included within the proposed Development.

Great crested newt (GCN): There are no waterbodies on site, though there are some areas of suitable terrestrial habitat for amphibians the site is isolated from the surrounding landscape and has no connectivity to the pond 280m north-west.

Species protected under the Wildlife and Countryside Act 1981 (as amended):

Birds: The buildings and surrounding vegetation provide suitable nesting opportunities for birds. Mitigation has been provided and this is acceptable, enhancements have also been recommended and this is welcomed.

Reptiles: The combination of scrub, grassland and rubble piles provides suitable habitat for reptiles, however the site is isolated which reduces the likelihood of their presence, therefore a precautionary method of clearance has been recommended.

Badgers protected under the Badger Act 1992: No signs of badgers were recorded. A precautionary working method has been recommended for reptiles and badgers. If any badger setts are discovered during the proposed Development works, activities will cease, and an ecologist will be contacted for advice immediately.

It was noted that a fox den, fox and cub were recorded on site during the survey. Mitigation has been provided in relation to foxes, although they are not protected, sensitive timings are to be applied to digging the den to ensure cubs and mothers are not disturbed (e.g, works to be carried out after June when young are no longer dependent on their mother.)

Species of principle importance (Priority Species) Section 41 Natural Environment and Rural Communities (NERC) Act and Local Biodiversity Action Plan Species:

Hedgehog: There is suitable habitat for hedgehogs on site, however due to the isolated nature this reduces the likelihood of their presence.

Invertebrates: The site is likely to support a common assemblage of invertebrates, however it is unlikely to support notable species due to its isolated nature and lack of deadwood.

- 5.37 The Council's Ecologist initially had concerns that Concern over the age of the bat survey in respect of the buildings to be demolished. An updated ecology technical noted however confirmed that buildings were demolished as part of the Prior Notification process and demolition carried out under an Ecological

Mitigation Strategy. The Council's Ecologist has no ecology objections subject to conditions to secure a CEMP, a LEMP to include a biodiversity net gain assessment using DEFRA metric in order to achieve biodiversity net gain of 10% gain, and all works to comply with the Ecological Impact Assessment and Mitigation Strategy reports Nov 2021. The lighting strategy is not necessary in this urban environment which does not include bat corridors. A CEMP has already been submitted, so this will be conditioned to be complied with. In addition, a condition to ensure the minimum proposed 10 bat boxes and 10 bird boxes are provided. Subject to these conditions, the proposal is in accordance with Policy CS9 and Policy PSP19.

5.38 Drainage

The site is in Flood Zone 1, however as shown in the Flood Risk Assessment (FRA) there are areas of significant surface water flood risk. In addition, during the course of the application, there has been localised flooding on the site that has affected Martins Rd properties.

Surface Water Flood Risk

Primary Flow Route (off Ansteys Road/Close): there was concern that Block A should be moved out of medium surface water flood risk. As per the FRA (June 2022): any development proposed in proximity to the Primary Surface Water Flood Route at the NW site entrance should have a finished floor level which is raised 300mm above the anticipated flood level (ie to a level of 61.3mAOD).

Detailed design of the Primary Surface Water Flood Route will be dealt with via a bespoke condition, outlined at the end of the comments. See Recommended Condition 2.

Secondary Flow Route (from the East): gaps between Blocks G & I and C & D would mitigate the secondary flow route, but there was concern regarding this route. During the course of the application, temporary mitigation was agreed here due to localised winter flooding. Re-establishment of the pre-commencement levels at the rear of Martins Rd has now been completed. In addition, a 10m temporary soakaway trench at the rear of Martins Rd.

5.39 *Surface Water Drainage*

The existing surface water drainage system is to the Wessex Water surface water sewer. It is accepted that infiltration is not viable across the site due to the presence of contaminated land, made up ground and a shallow, perched water table. It is therefore acceptable that the surface water drainage proposal is attenuation with controlled discharge, to the Wessex Water surface water sewer.

An updated Technical Note was submitted in response to Wessex Water's (WW's) concerns regarding the maintenance of the proposed connection to the surface water sewer running through the adjacent Sealtech site (third party land). SGC Drainage have received written confirmation from Wessex Water that they are happy in principle that there is a viable surface water drainage solution for the site.

The Total Post Development Runoff Rate is to be split into two catchments: 1.9l/s (northern catchment) and 7.9l/s (southern catchment) and this is accepted by SGC Drainage.

At Reserved Matters stage, a details drainage design will need to show all attenuation features within each catchment and the impermeable area they are serving; and a plan showing the cross sections and design of all SUDS features, associated infrastructure (including flow controls) and any permeable paving and play equipment located above geocellular tanks.

- 5.40 Regarding the potential conflict between landscaping and drainage strategy (play area above underground tank), given that there is a cover of >1.1m above the attenuation tanks SGC Drainage are satisfied that the conflict between the landscaping plans and the drainage strategy can be covered by condition. The drainage scheme is now acceptable subject to conditions regarding: No objection subject to conditions requiring:
- Submission of drainage details with RM layout applications
 - Finished floor levels in the vicinity of Block A in accordance with the FRA
 - Protection of Secondary Surface Water Flood route to the rear of Martins Rd.
 - Agreement of SWI management and maintenance.

5.41 Coal Mining

The application site falls within the defined Development High Risk Area; therefore within the application site and surrounding area there are coal mining features and hazards which need to be considered in relation to the determination of this planning application.

Preliminary Geo-Environmental Risk Assessment (November 2021); and Outline Remediation Strategy (November 2021) have been submitted in support of the application. The Ground Conditions Assessment indicated that workings are present at depths which could result in surface instability within the northern part of the site. It also concludes that the Ground Conditions Assessment recommends that drilling and grouting works are required to stabilise shallow mine workings where present within influencing distance of the surface. The Specification for Enabling Works document indicates that the site is potentially affected by a number of possible historical wells or shaft features along with a single recorded mine entry. It recommends that further works are carried out to investigate these features and to ascertain whether any treatment works (grouting and/or capping) is required.

During the course of this planning application, a Coal Authority Permit has been issued for these treatment works and works have now taken place on site. Drilling and grouting operations to stabilise shallow mine workings have progressed across the site. These works have resulted in the identification of 15 features considered to be coal mine entries. One of the mine entries (referred to as Feature 16) is considered to be a deep shaft whilst all others are shallow features and are likely to represent bell pits.

The Coal Authority acknowledge the significant implications for the delivery of the development should all of the previously unrecorded mine entries be avoided in the layout of development.

At present, only an outline has been provided as to the further works required to fully remediate the shafts and to ensure the safety and stability of the development. Therefore a detailed mine entry remediation and mitigation strategy is required to any future reserved matters application seeking approval of layout.

- 5.42 Further, wherever coal resources or coal mine features exist at shallow depth or at the surface, there is the potential for mine gases to exist. These risks should be considered. In addition SuDS will need to be given to the implications of this in relation to the stability and public safety risks posed by coal mining legacy.

The applicant's technical report indicates that shallow mine entry features have been treated by means of drilling and pressure grouting. It advises that these may be built over providing that any future development is designed with raft type foundations to mitigate any residual risk posed by the mine entries. It goes on to recommend that the deep shaft (Feature 16) should be capped within a reinforced concrete cap and development should be avoided directly above Feature 16.

The Coal Authority have accepted that there is a strong planning justification for developing this brownfield site in a highly sustainable location to a high density built form; hence that not all the mine features will be avoided by future development, except Feature 16. The application is therefore acceptable and in accordance with Policy PSP22 – unstable land, subject to the following summarised conditions:

-Detailed layout proposals shall adhere to the recommendation contained in the applicant's report regarding Feature 16, i.e. that development should not take place over this feature.

-Each Reserved Matters application seeking approval of a detailed layout of development, shall be accompanied by a proposed layout plan identifying any coal mine entries present, the extent of their zones of influence and a detailed mine entry remediation and mitigation strategy.

-Implementation of remediation works and/or mitigation measures to address land instability arising from coal mining legacy affecting that phase, including shallow mine workings and mine entries.

-Prior to the occupation a signed statement or declaration prepared by a suitably competent person confirming that the site has been made safe and stable for the approved development

5.43 Contamination and Pollution

The applicant has submitted a number of technical reports, which have been reviewed by Environmental Protection Officer (EHO).

Preliminary Geo-Environmental Risk Assessment:

The report presents the findings of a desk study, site walkover, and review of previously undertaken intrusive investigation reports. Two intrusive investigations have been undertaken on the site in 2013 and 2020. Made ground is present across the site, at significant depth in places. Exceedances of

generic assessment criteria are present in relation to metals, asbestos, and hydrocarbons within the onsite soils. Ground gases have not been recorded at significant concentrations.

Unusually, due to this Phase 1 report being produced after the intrusive investigation has already taken place, no recommendations are made for further chemical sampling or onsite monitoring. Instead it is stated that once remedial works have been undertaken, the site would present a low risk to future residents.

Ground Conditions Assessment:

The 2020 intrusive investigation report notes the need for a clean cover system in areas of soft landscaping.

5.44 *Outline Remediation Strategy:*

The report presents a comprehensive strategy to alleviate any risks from the contamination identified on site. Areas currently inaccessible (due to vegetation or former structures) will need to be investigated to provide a complete profile of the site. Hotspots and buried infrastructure will need to be removed; and ground improvement will be required to both infill voids and stabilise the soils. An asbestos management plan will be required due to positive asbestos identification across the site. Once the development platform is complete, and the new buildings have been constructed, a suitable clean cover system will be required in all soft landscaped areas. Following completion of the remediation strategy, a validation report will be produced detailing the quality to which the works have been completed.

Contamination is therefore a significant issue on this site. As a result, in order to ensure that the site is suitable for its proposed use and accordance with The National Planning Policy Framework, conditions are recommended by both the EA and the EHO to require remediation and verification of the decontamination. Subject to these conditions, and compliance with the A Construction Environment Management Plan submitted with the application, the applicant is in compliance with Policy PSP21.

5.45 Environmental Policy and Climate Change

The application is supported by a Sustainability Statement that outlines the sustainable location credentials of the site, the intention to provide a 10% biodiversity net gain, the utilisation of a brownfield site and the provision of good waling and cycling links with the development. Regarding construction, developers will have the option to utilise crushed demolition waste from the site, reducing the need for virgin materials and reducing the overall embodied carbon associated with development. To reduce operational carbon, a fabric first approach will be adopted to reduce energy demand, following which efficient systems and renewables will be considered in order to meet South Gloucestershire Climate Change Strategy energy requirements (a 19% improvement over Part L 2013).

The Council's Environment Policy Officer has stated that a revised and more detailed Sustainable Energy Statement will be required at the submission of reserved matters. This should include the following matters: revised policies

emerging from the local plan review and the requirement for new development to achieve a 100% reduction in CO2 emissions;

the eventual layout and built form of the scheme should be designed to optimise solar gain, to reduce space heating demand without increasing the risk of overheating when accounting for projected increases in average and peak summer temperatures during the lifetime of the scheme. Regarding space heating and hot water, renewable heating such as communal ground source heat pumps, communal air source heat pumps, or individual renewable heating and not to specify fossil fuel (i.e. gas) heating.

The proposal to install roof-mounted PV; this should be to most of the available roof area to maximise on-site generation and avoid the need to retrofit additional capacity at a later date. The proposal is to provide EV charging and a 3-phase power supply to each dwelling. Regarding overheating, the revised statement should demonstrate that the scheme will be adapted to a changing local climate and resilient to overheating as average and peak summer temperatures increase during the lifetime of the development. Subject to a condition requiring the submission of a revised and more detailed Sustainable Energy Statement with the submission of any reserved matters relating to layout, the Outline application meets Policy PSP6.

5.46 Public Open Space

The village square would provide at least 300m² of inclusive play space for toddlers and young children. It would include equipment with high play value which promotes repeat visits and be enclosed with a hedge and or railings. The play area should include a facility for swinging, sliding, hiding, challenging, climbing and balancing, as well as opportunities for natural play. It is proposed that the play area would be inclusive and accessible for all to allow opportunity for differently-abled children to have play experiences. The applicant has agreed to a S.106 obligation to ensure the provision of this play area in phase with the development and by occupation of the 100th dwelling. As explained in the paragraph below on S106, there is no other formal POS provided as part of the scheme due to viability issues.

5.47 Section 106 and CIL

The applicant is proposing 35%, a fully policy compliant offer in respect of affordable housing. The applicant has also agreed to provide and fund all necessary off- site highways works and contributions, and the provision of an equipped play area on site. The application however has been the subject of a viability appraisal.

The Council's independent valuer has validated the conclusions of the Financial Viability Assessment submitted by the applicant and as such agrees that the scheme is not viable.

Section 106 contributions towards POS other than the on site play area that will be provided, education contributions and community centre and library contributions (as set out in the *Consultation* section of this report) will therefore not be provided. In addition the applicant has confirmed that self- build units will not be included due to the nature and density of the proposed development on

a tight urban site, and the associated Design Code, which is specifically designed to facilitate a comprehensive form of development consistent with the Urban Lifestyles principles, self/custom build housing would be appropriate in this location.

The development will be liable for CIL payments of approximately £700,000 for the option of a residential and Class E commercial development. Although it would be less than this if the later living option is included within the scheme.

The detailed heads of terms are set out below following the *Recommendation*.

5.48 Conclusion and Planning Balance

As set out in planning law, and enshrined in national policy, applications for planning permission should be determined in accordance with the development plan, unless material considerations indicate otherwise. This comprises the Core Strategy (2013) and the Policies, Sites and Places Plan (2017). Council's locational and employment land safeguarding strategy in policies CS11 and CS12, as well as policies CS29 and PSP21, have a high degree of consistency to the NPPF and so are not out-of-date. Therefore, full weight can continue to be attached to these policies as part of the overall planning balance.

Policy CS12 provides criterion for managing change on safeguarded economic development sites, which if not satisfied, the harm arising from this must be outweighed by material considerations. Despite the proposal according with several policies of the development plan, the conflict with its Strategy for Development renders it contrary to the development plan, when considered as a whole..

There are benefits arising from this proposal in terms of regenerating and optimising the use of a brownfield site in a sustainable location, which has been vacant for over 10 years, and for this, significant weight is attached. Significant weight is also attached to the provision of a policy compliant affordable housing scheme. These issues are entirely consistent with the spatial objectives of the Core Strategy.

As confirmed in the 2022 AMR Authority Monitoring Report 2022 (southglos.gov.uk) the Council can currently demonstrate a 5 year housing land supply against its LHN, and therefore the presumption in favour of sustainable development (NPPF para 11d) does not apply in that respect. Nevertheless significant weight is given to the benefits of delivering up to 200 additional dwellings in a sustainable location.

- 5.49 The NPPF states that “planning policies and decision should promote an effective use of land in meeting the need for homes and other uses” as well as making as much use as possible of previously developed ‘brownfield land’ (para 119) which the application comprises. Furthermore, para 125 states that “local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework.”

The Council's emerging strategy for growth, referred to as Urban Lifestyles, is a material consideration of limited weight at this stage.

Socio-economic benefits are derived from the proposed development which weigh can be afforded moderate weight are: Improvement to the vibrancy and vitality of this area of Hanham, contributing to a mixed and balanced community, the inclusion of later-living provision as part of multi-tenure development; public realm improvements/connectivity/safety; integration with the wider area; provision of flexible employment space (Use Class E); job creation-during and after construction.

5.50 On balance, it is the planning officer's judgement that in this instance and considering the proposal on its own merits, there are considered to be material considerations which outweigh the harm that has been identified. The benefits associated with it would cumulatively be of such significance that they indicate that the proposal should be determined other than in accordance with the development plan. This would therefore justify the grant of planning permission and lead to sustainable development.

5.51 Consideration of likely impact on Equalities

The Equality Act 2010 legally protects people from discrimination in the workplace and in wider society; it sets out the different ways in which it is unlawful to treat someone. As a result of this Act the public sector equality duty came into force. Among other things those subject to the equality duty must have due regard to: eliminate unlawful discrimination, harassment and victimisation; advance equality of opportunity and foster good relations between people who share a protected characteristic and those who do not. This planning application is considered to have a neutral impact on equality.

6. CONCLUSION

6.1 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, Local Planning Authorities are required to determine applications in accordance with the policies of the Development Plan, unless material considerations indicate otherwise.

6.2 The recommendation to grant permission, subject to a legal agreement as set out below, has been taken having regard to the policies and proposals in the development plan set out above, and to all the relevant material considerations set out in the report.

7. RECOMMENDATION

7.1 That authority be delegated to the Director of Place to grant planning permission, subject to the conditions set out below and the applicant first voluntarily entering into a legal agreement under Section 106 of the Town and Country Planning act 1990 (as amended), to secure the following:

Highway Works -

- 1) Upgrade pedestrian link to the High Street, including street lighting and two new sets of tactile paving together all associated works.
- 2) Provide a pedestrian raised zebra crossing on Memorial Road together with all associated works.

- 3) Upgrade two local bus stops on Memorial Road to RTI standard together with all associated works.
 - 4) Provide a raised table at the site accesses on New Walk/Ansteys Road and a raised table at the New Walk/Martins Road junction together with all associated works.
 - 5) Improve the road layout on Ansteys Road which includes road widening, footway and visitors parking layby – also to include improvement to street lighting and road surfacing together with all associated works.
 - 6) All off site highway works are shown indicatively on the Off Site Highway Works Plan (i.e. drawing no. 17524-WIE-ZZ-00-DR-C-900 Rev P03).
 - 7) Provide car-club cars (minimum of 2 cars*) within the site boundary for a period of no less than 5 years. (Both cars would not be provided from first occupation. The second car would only be provided when demand indicated a need for it, as per the TA.)
- 8) Financial contribution
 - (i) Pay the Council £1,000 per year (indexed linked) for period of 5 years as monitoring fee in associated with Travel plan with the first payment to be made prior to occupation of the first dwelling.
 - (ii) Pay the council the sum of £20,000 towards traffic management measures and the review of parking regulation in the area.
- 9) Trigger for Highways works – occupation of 50th dwelling

Public Open Space

- Prior to occupation of the 1st dwelling, the applicant shall secure the management and maintenance of the Public Open Space (POS) and Sustainable Drainage System (SuDS) in perpetuity, to adoptable standards, and in accordance with an appropriate management regime to be first approved in writing by the Council.
- The developer shall open the POS to the public and maintain the POS and SUDs in accordance with the maintenance regime until such time as the whole of the POS and SUDs areas are either transferred to the Council or transferred to a management entity, the details of which shall be first approved by the Council.
 - The applicant shall provide 300 sqm of equipped open space provision on site for children and young people. Trigger for completion and opening – occupation of the 100th dwelling.
 - The applicant shall provide no less than 700 sqm of public square (Public Open Space) in addition to the play area.
 - Payment of contribution of a POS inspection fee at £63.96 per 100sq.m.plus £615.90 core service fee. These figures are subject to indexation using the Updating Percentages published by the Building Cost Information Service (BCIS) for the Schedule of Rates for Grounds Maintenance 1987.

Monitoring Fee

Pay Council's S 106 monitoring fee of 1% of total S 106 contributions.

Affordable Housing

35% Affordable Homes without public subsidy.

Affordable Homes to be provided on-site and distributed throughout the development in clusters of no more than 12 units and without contiguous boundaries.

The application is in Outline form, with detailed design, layout and final unit numbers not yet approved. The provision of affordable units will therefore be calculated at reserved matters stage, using the tenure and type percentages set out below.

Tenure and Type

To meet identified housing need (Wider Bristol SHMA) the following tenures shall be provided:

- 76% Social Rent
- 3% Affordable Rent
- 21% Shared Ownership

In line with the current SHMA the tenure split for the affordable housing (being 35% of the total approved under the reserved matters) will be calculated based on the percentages as set out below.

With a range house types (Wider Bristol SHMA):

Social Rent

Percentage	Type	Min Size m ²
22%	1 bed 2 person flats	50
16%	2 bed 4 person flats	70
29%	2 bed 4 person houses	79
29%	3 bed 5 person houses 2 storey	93
4%	4 bed 6 person houses 2 storey	106

Affordable Rent

Percentage	Type	Min Size m ²
0%	1 bed 2 person flats	50
20%	2 bed 4 person flats	70
35%	2 bed 4 person houses	79

45%	3 bed 5 person houses 2 storey	93
0%	4 bed 6 person houses 2 storey	106

Shared Ownership

Percentage	Type	Min Size m ²
16%	1 bed 2 person flats	50
17%	2 bed 4 person flats	70
34%	2 bed 4 person houses	79
33%	3 bed 5 person houses 2 storey	93
0%	4 bed 6 person houses 2 storey	106

Design

Affordable Homes to be built to the same high quality design standards and visually indistinguishable from the market units and in addition, Part M of the Building Regulations accessibility standards M4(2), Secured by Design Silver, Part Q Building Regulation standards and compliance with the RP Design Brief;

- i. All rear gardens to be turfed and generally to have 1.8m high close boarded fencing to boundaries and privacy panels;
- ii. All properties to have vinyl/tiles on floor in all ground floor rooms;
- iii. Ceiling height tiling to 3 sides of bathroom to be provided;
- iv. Provide wall mounted shower (either electric or valve and kit);
- v. Provide gas and electric points to cooker space (where gas is available);
- vi. Painted softwood curtain battens to each window (where construction is traditional as opposed to timber frame)

No more than 12 Affordable Homes should share an entrance and communal area unless agreed by the Local Planning Authority. Registered Providers would generally expect flats within a single block to be of the same tenure.

Wheelchair Provision

8% of Affordable Homes to meet Part M of the Building Regulations accessibility standards M4(3)(2)(a).

Based on the indicative masterplan of 180 dwellings, this proposal generates a requirement for 5 units to be provided as wheelchair accommodation.

Delivery and Phasing

The Council to refer potential occupants to all first lettings and 75% of subsequent lettings.

Delivery is preferred through the Council's list of Approved Registered Providers. In the event of the developer choosing a Registered Provider from outside the partnership then the same development and management standards will need to be adhered to.

Affordable Homes to be built out with the market housing on site in line with agreed triggers within the S.106 Agreement.

Where the development will proceed over more than one phase, the location, amount, type and tenure of the affordable housing in each phase will need to be set out in an Affordable Housing Masterplan and Schedule. The plan and schedule to be submitted with, and approved as part of, the first residential Reserved Matters application.

Rent Levels and Affordability

Social Rent homes to be let at Target Rent (Rent Standard Direction 2014).

Shared Ownership homes to be sold at no more than 40% of market value, and annual rent on the equity retained by the RP should be no more than 1.5%.

Affordable Rent homes to be let up to 80% local market rents including service charges, but not exceeding LHA.

Service charges will be capped at £650 per annum (base date to be date of resolution and linked to CPI) to ensure that all housing costs are affordable to future occupants.

Capital receipts on intermediate housing to be recycled as capital expenditure on approved affordable housing schemes in South Gloucestershire, with subsidy levels to increase by any capital appreciation.

CONDITIONS

1. Details of the layout, scale and appearance of the buildings to be erected, and the landscaping of the site (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the Local Planning Authority before development on land to which the reserved matters relate commences. Development thereafter shall be carried out in accordance with the approved details.

Reason: To comply with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).

2. Applications for the approval of the reserved matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town & Country Planning Act 1990 (as amended).

3. The development hereby permitted shall be begun either before the expiration of 3 years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason: To comply with the requirements of Section 91 of the Town & Country Planning Act 1990 (as amended).

4. Any reserved matters application for LAYOUT shall include details of the surface water drainage network shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be implemented in accordance with the approved scheme.

The details to be submitted shall include:

- a. Confirmation and acceptance of an agreed connection point and discharge rate for surface water disposal from Wessex Water.
- b. Drainage calculations to show the volume of attenuation provided and evidence that there will be no flooding on site in 1 in 30 year storm events (winter and summer); and no flooding of buildings or off site in 1 in 100 year storm event plus an allowance for climate change (winter and summer).
- c. A clearly labelled drainage layout plan showing:
 - the pipe networks and any attenuation features;
 - pipe node numbers referred to within the drainage calculations; and
 - manhole cover and invert levels.
- d. A summary of ALL attenuation features within each catchment and the impermeable area they are serving.
- e. A plan showing the cross sections and design of the attenuation features and any components such as Flow Control Devices.
- f. A manhole / inspection chamber schedule to include cover and invert levels.
- g. Exceedance/overland flood flow routes if flooding occurs and the likely depth of flooding.
- h. Ownership and/or responsibility, along with details of the maintenance regime (in accordance with CIRIA753) in relation to the Surface Water Network and any components such as Attenuation features and Flow Control Devices where applicable for the lifetime of the development.

Reason: To ensure a satisfactory means of drainage and pollution control in order to comply with South Gloucestershire Local Plan: Policies, Sites and Places Plan (Adopted) November 2017 Policy PSP20 and PSP21; and South Gloucestershire Local Plan: Core Strategy (Adopted) December 2013 Policy CS9.

5. Any reserved Matters application for LAYOUT shall include confirmation regarding the protection of the Primary Surface Water Flood Route (off Ansteys Road/Close) at the NW site entrance, in the location of Block A. As per the FRA (June 2022) any development proposed in proximity to the Primary Surface Water Flood Route should have a finished floor level which is raised 300mm above the anticipated flood level (ie to a level of 61.3mAOD) to ensure safe dry access/egress from Block A.

Reason: To prevent the increased risk of flooding,, and to accord with Policy CS9 of the adopted South Gloucestershire Local Plan: Core Strategy and Policies Sites and Places Policy PSP20.

6. Any Reserved Matters application for LAYOUT shall include confirmation regarding the protection of the Secondary Surface Water Flood Route (at the rear of Martin Rd in the SE) in the location of Block G. The level of the existing Secondary Flood Route will need to be maintained and as per the FRA (June 2022) provision will need to be made to ensure that land along the Secondary Flood Route is accommodated through gaps between any buildings.

Evidence will need to be provided to show how these gaps will be protected from future development which could otherwise obstruct the surface water flood flows during an exceedance event (eg designation as Public Open Space or enforced planning restrictions); and The Drainage Plan will need to show how the proposed levels within the gardens of Block G and along the Secondary Flood Route to the North of Block G are not raised above the level and do not unduly hinder of the existing surface water flood route.

Reason: To prevent the increased risk of flooding, and to ensure that a satisfactory means of drainage is provided, and to accord with Policy CS9 of the adopted South Gloucestershire Local Plan: Core Strategy and Policies Sites and Places Policy PSP20.

7. Prior to the first occupation, a management and maintenance schedule for the surface water infrastructure and land drainage shall be submitted and approved in writing by the Local Planning Authority. Thereafter the approved management and maintenance scheme shall be fully implemented.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance of the surface water drainage system and to ensure that a satisfactory means of drainage is provided, and to accord with Policy CS9 of the adopted South Gloucestershire Local Plan: Core Strategy and Policies Sites and Places Policy PSP20.

8. The Reserved Matters submitted pursuant to Condition 1 above shall be wholly compliant with the approved Parameter Plans, and the principles and concepts contained in the approved Design and Access Statement (July 2023 update) and approved Design Code (ANS-BDP-XX-00-RP-T-90-002REV P13 May 2023). A Compliance Statement shall be submitted with each reserved matters application that demonstrates the proposals are in compliance with these documents.

Reason: To ensure the highest standards of urban design and comprehensively planned development, in accordance with policies CS1 of the adopted South Gloucestershire Local Plan: Core Strategy, and Policy PSP1 of the South Gloucestershire Local Plan: Policies, Sites and Places Plan (Adopted) 2017.

9. Any Reserved Matters application for LANDSCAPING shall include full details of both hard and soft landscaping works. Such details shall accord with the principles of the approved Illustrative landscape plan ANS-BDP-XX-00-PL-L-90-0004 and PLANTING PLAN ANS-BDP-XX-00-PL-L-900007 the principles and concepts contained in the

approved Design and Access Statement (July 2023 Update), and Design Code (ANS-BDP-XX-00-RP-T-90-002REV P13 May 2023).

These details shall include: proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines, manholes).

Soft landscape works shall include: planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; and an implementation programme. Detailed planting plans shall detail size, type and specification, mixes and quantities of all proposed planting. Where appropriate, construction details of ground retention, boundary and surfacing treatments; construction details of all SUDS elements and maintenance proposals shall be submitted and approved.

Reason: To protect and enhance the character and appearance of the area and the amenities of future occupiers in accordance with policies CS1 and CS26 of the adopted South Gloucestershire Local Plan: Core Strategy.

10. Landscaping

All planting, seeding or turfing comprised in the soft landscaping details approved at Reserved Matters stage shall be carried out no later than the first planting and seeding season following the substantive completion of the development hereby approved, and any trees or plants (retained or planted) which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting seasons with others of a size and species as shall reasonably be specified by the Local Planning Authority.

Reason: To prevent losses or damage and to achieve the earliest possible establishment of the landscape and its retention, and protect the character and appearance of the area, and in accordance with Policy PSP2 of the adopted South Gloucestershire PSP, and CS2 of the adopted South Gloucestershire Core Strategy.

11. Tree Replacement

Any new tree(s) that die(s), are/is removed or become(s) severely damaged or diseased shall be replaced and any new planting (other than trees) which dies, is removed, becomes severely damaged or diseased within five years of planting shall be replaced. Unless further specific permission has been given by the Local Planning Authority, replacement planting shall be in accordance with the approved details.

Reason: To ensure a high quality of landscaping, to comply with policies CS1 and CS9 of the South Gloucestershire Local Plan: Core Strategy (Adopted) 2013, policies PSP1, PSP2, PSP3 and PSP19 of the South Gloucestershire Local Plan: Policies, Sites and Places Plan (Adopted) 2017, and the provisions of the NPPF.

12. Prior to first use or occupation, a schedule of landscape maintenance for a minimum period of 5 years shall be submitted to the Local Planning Authority and approved in writing. The schedule shall include details of the arrangements for its implementation. Development shall be carried out in accordance with the approved schedule.

Reason: To ensure a high quality of landscaping, to comply with policies CS1 and CS9 of the South Gloucestershire Local Plan: Core Strategy (Adopted) 2013, policies PSP1, PSP2, PSP3 and PSP19 of the South Gloucestershire Local Plan: Policies, Sites and Places Plan (Adopted) 2017, and the provisions of the NPPF.

13. Prior to the commencement of development or any heavy machinery or vehicles entering the development site, all trees and their associated root protection zones must be protected in accordance with the Tree Protection Plan in the Arboricultural Impact Statement November 2021 and in accordance with BS5837:2012.

Reason: To prevent soil compaction or potential damage or contamination to the root protection zones, in accordance with policy PSP3 of the South Gloucestershire Local Plan: Policies, Sites and Places Plan (Adopted) 2017.

14. The particulars submitted pursuant to condition 1 for Layout Reserved Matters shall include details of a refuse collection strategy including routing details, bin stores and refuse collection points, consistent with the details set out in the approved Design Code. The details so approved shall be implemented prior to the first occupation of any or each individual dwelling to which the refuse collection strategy relates, and maintained as such thereafter.

Reason: To ensure there is appropriate refuse storage and in accordance with Policy CS1 of the adopted Core Strategy.

15. Any Reserved matters relating to LAYOUT shall include a revised full Travel Plan Strategy. No building or use hereby permitted shall be occupied or the use commenced until a full Travel Plan document comprising immediate, continuing and long-term measures to promote and encourage alternatives to single-occupancy car use has been prepared, submitted to and been approved in writing by the Local Planning Authority. The approved Travel Plan shall then be implemented, from the first occupation, monitored and reviewed in accordance with the agreed Travel Plan Targets. For avoidance of doubt, the future travel plan must cover the entire site and various uses within the new development with confirmation that there will be one travel plan coordinator acting on behalf of all end-users for the site.

Reason: To promote sustainable travel and to accord with SGC Policy PSP16 of the South Gloucestershire Local Plan: Policies, Sites and Places Plan (Adopted) November 2017 and Policy CS8 of the adopted South Gloucestershire Local Plan: Core Strategy.

16. Any Reserved matters relating to LAYOUT shall include details of the secure and under cover cycle parking for each unit on-site, consistent with the approach set out in the approved Design Code. All such details as approved shall be implemented prior to first occupation of the relevant dwelling.

Reason: To promote sustainable travel and to accord with SGC Policy PSP16 of the South Gloucestershire Local Plan: Policies, Sites and Places Plan (Adopted) November 2017 and Policy CS8 of the adopted South Gloucestershire Local Plan: Core Strategy.

17. Any Reserved Matters application for LAYOUT shall include confirmation regarding the provision of electric vehicle charging points for each residential unit which relies on on- street parking, consistent with the approach set out in the approved Design Code. Such details shall avoid the need for cables across adopted footpaths.

Reason: To promote sustainable travel and to accord with SGC Policy PSP16 of the South Gloucestershire Local Plan: Policies, Sites and Places Plan (Adopted) November 2017 and Policy CS8 of the adopted South Gloucestershire Local Plan: Core Strategy.

18. Prior to commencement, a full dilapidation survey (including photographic evidence) shall be submitted to and approved in writing by the LPA in consultation with the highway authority. Such details shall identify any existing damages on the existing public highway with each defect and its location being mapped on a plan for an area covering half a mile from the application site entrance. Any damage arising from the development or construction traffic must be properly rectified with full construction depth by the applicant and to the satisfaction of the Highway Authority prior to first occupation.

Reason: In the interests of highway safety, and in accordance with Policy CS8 of the adopted South Gloucestershire Core Strategy. Prior to commencement is required as it relates to the construction period.

19. The development hereby approved shall be carried out at all times in accordance with the Construction Environmental Management Plan (CEMP) Waterman Infrastructure & Environment Ltd November 2021.

Reason: In the interests of highway safety, the prevention of pollution and biodiversity, and in accordance with Policies PSP21, PSP11, and PSP19 of the adopted Policies Sites and Places DPD.

20. Any Reserved Matters application including LAYOUT shall include a revised Sustainability Energy Statement which shall set out in detail how the development will comply with national and local sustainability planning policy requirements adopted at the time of the Reserved Matters application. Applications for approval of reserved matters shall be in accordance with said Energy Statement, and the development of each phase shall be implemented in all respects in accordance with the relevant approved Energy Statement.

Reason: To achieve improved energy conservation and protect environmental resources in accordance Policies CS1 and of the adopted South Gloucestershire Local Plan: Core Strategy, and Policy PSP6 of the South Gloucestershire Local Plan: Policies, Sites and Places Plan (Adopted) November 2017.

21. Prior to the commencement of development, a programme of archaeological investigation and recording for the site shall be submitted to and approved by the

Local Planning Authority. Thereafter, the approved programme shall be implemented in all respects prior to any ground works taking place, unless the Local Planning Authority agrees in writing to any variation.

The development shall not be occupied until (i) the results of the programme of archaeological investigation and post investigation assessment has been completed in accordance with an approved Written Scheme of Investigation and (ii) that the provision for analysis, publication and dissemination of results (where necessary and based upon the significance of the archaeology found), and archive deposition, has been confirmed in writing to, and approved by, the Local Planning Authority.

Reason: To ensure that any archaeological remains and features are recorded prior to their destruction. And to accord with Policy CS9 of the adopted South Gloucestershire Local Plan: Core Strategy, and Policy PSP17 of the adopted South Gloucestershire Policies Sites and Places Plan. Prior to commencement is required as the Condition relates to the construction period.

22. The submission of the first reserved matters application relating to LAYOUT shall include a Phasing Plan, which shall be approved by the LPA as part of this Reserved Matters, comprising all of the elements listed below:
- The subdivision of geographical phase/s into parcels to provide the basis for reserved matters applications;
 - Location and timing of any residential and non- residential uses, i.e later living/older persons accommodation, employment uses and live work units
 - Location, extent, and timing of the Play Area and Square;
 - Location, extent, timing and type of SUDS;
 - A schedule identifying the number of residential dwellings proposed for each reserved matters area within the geographical phase.
- A schedule identifying the percentage of, and mix between social rented and intermediate affordable dwellings and number of wheelchair units to be provided in each reserved matters area.

Delivery of affordable housing shall be carried out in accordance with the a approved Phasing Plan, and its accompanying Affordable Housing Schedule and reserved matters approvals.

Reason: To ensure the highest standards of urban design and comprehensively planned development in accordance with policy CS1 of the adopted South Gloucestershire Local Plan: Core Strategy, and to ensure that the distribution of affordable houses assists the creation of an inclusive mixed community in accordance with Policy CS 18 of the adopted South Gloucestershire Local Plan: Core Strategy.

23. The Affordable Dwellings shall be constructed to meet Part M of the Building Regulations accessibility standard M4(2) with the exception of:
- any self-contained accommodation built above ground floor level where level access is not achievable;
 - the 8% affordable homes required to meet Part M of the Building Regulations accessibility standard M4(3)(2)(a)

Reason: To ensure inclusive design access for all in accordance with Policy PSP37 of the adopted South Gloucestershire Local Plan: Policies, Sites and Places Plan.

24. Other than that required to be carried out as part of an approved scheme of remediation, the development hereby approved shall not commence until conditions (A) to (C) below have been complied with:

A. Previous reports submitted to the Local Planning Authority (LPA) in support of the application have identified unacceptable risks exist on the site as represented in the Conceptual Site Model. Additional site investigation and risk assessment must be undertaken and a written report of the findings submitted to the LPA. This report must be approved in writing by the LPA prior to any development taking place. The investigation and risk assessment must be undertaken by competent persons and must be conducted in accordance with the Environment Agency's "Land Contamination: Risk Management" guidance (LCRM*).

B. Where identified to be necessary (under A), a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to identified receptors must be submitted to and approved in writing by the LPA in advance of undertaking. The remediation scheme must ensure that the site will not qualify as Contaminated Land under Part 2A Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

The approved remediation scheme shall be carried out before the development (or relevant phase of development) is occupied.

C. Verification Strategy - Prior to first occupation, where works have been required to mitigate contaminants (under condition A) a report providing details of the verification demonstrating that all necessary remediation works have been completed satisfactorily shall be submitted to and agreed in writing by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

D. In the event that contamination that was not previously identified is found at any time when carrying out the approved development, it must be reported in writing immediately to the LPA. Development on the part of the site affected shall be suspended immediately and a risk assessment carried out and submitted to and approved in writing by the LPA. Where unacceptable risks are found, additional remediation and verification schemes shall be submitted to and approved in writing by the LPA. These approved schemes shall be carried out before the development (or relevant phase of development) is resumed or continued.

*Note: Replacement of CLR11 with LCRM (Land contamination Risk Management) Guidance document CLR11 was replaced by LCRM (Land contamination Risk Management) in October 2020. LCRM can be found at <https://www.gov.uk/government/publications/land-contamination-risk-management-lcrm> For Planning purposes a competent person is expected to follow this guidance when managing risks from land contamination. A competent person must meet the definition given in the National Planning Policy Framework at Annex 2 - <https://www.gov.uk/guidance/national-planning-policy-framework/annex-2-glossary> The relevant British Standards expected to be referenced are given in the LCRM document.

Reason: In the interests of public safety as a potential result of land contamination and to accord with Policy PSP21 of the adopted South Gloucestershire Policies Sites and Places Plan.

25. Reserved Matters for LAYOUT shall include a public art strategy and timetable for implementation (created with reference to the Council's Public Art Advice Note). The public art programme should be devised and managed by a public art professional to ensure a high quality yet commercially viable public art scheme, and shall include one or more of the three types of activity defined as Public Art:
1. Art in public places, for example permanent or temporary artworks;
 2. Art as public space when artist collaborate with design and other professionals and members of the public on the function and design of buildings and spaces;
 3. Socially-engaged practice, when the involvement of individual members of the public or specific group is at the centre of the artists work.
- All such details as approved shall be implemented prior to occupation of the 100th dwelling.

Reason: In the interests of good design, place- making and identity, and in accordance with Policy CS1, point 7 of the South Gloucestershire Local Plan: Core Strategy (adopted December 2013) and the NPPF.

26. (A) Each Reserved Matters application seeking approval of a detailed layout of development, shall be accompanied by a proposed layout plan identifying any coal mine entries present, the extent of their zones of influence and a detailed mine entry remediation and mitigation strategy. Detailed layout proposals shall adhere to the recommendation contained in the applicant's reports-Preliminary Geo-Environmental Risk Assessment (November 2021); and Outline Remediation Strategy (November 2021) regarding Feature 16, i.e. that no new buildings should not take place over this feature.

(B) All remediation works and/or mitigation measures to address land instability arising from coal mining legacy affecting that phase, including shallow mine workings and mine entries shall be implemented prior to the first occupation of that phase. Prior to the occupation of each phase of development, or it being taken into beneficial use, a signed statement or declaration prepared by a suitably competent person confirming that the site has been made safe and stable for the approved development shall be submitted to the Local Planning Authority and approved in writing. This document shall confirm the completion of any remedial works and/or mitigation necessary to address the risks posed by past coal mining activity.

Reason: In the interests of public safety as a potential result of previous coal mining and to accord with Policy PSP22 of the adopted South Gloucestershire Policies Sites and Places Plan.

27. Notwithstanding the noise fence as shown in the Design Code (May 2023) Boundaries plan, Reserved Matters submitted pursuant to LAYOUT shall include a noise fence around the whole of the boundary with the employment site to the west of Block D, and to the south of Block A (blocks as shown in the Design Code hereby approved).

Reason: To protect the residential amenity of future occupants and in the interests of the retention and regeneration of B Class uses elsewhere within the defined employment area. In accordance with Policy CS12 of the adopted South Gloucestershire Local Plan: Core Strategy, and Policies PSP8 and PSP21 of the adopted South Gloucestershire Policies Sites and Places Plan.

28. The development shall proceed in strict accordance with the relevant Mitigation Measures provided in the Ecological Impact Assessment (Waterman, November 2021).

Reason: To protect against harm to protected species and to accord with Policy CS9 of the South Gloucestershire Local Plan: Core Strategy (Adopted) December 2013; Policy PSP19 of the Policies Sites and Places DPD (Adopted) November 2017; and the National Planning Policy Framework.

29. A Landscape and Ecological Management Plan (LEMP) shall be submitted to, and be approved in writing by, the local planning authority prior to the occupation of the development. The LEMP shall be written in accordance with BS42020. The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation (30 years) of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details. The LEMP shall also to include ecological enhancement plan detailing location and specification of the ecological enhancements detailed within the Ecological Impact Assessment (Waterman, November 2021).

Reason: To protect against harm to protected species and to accord with Policy CS9 of the South Gloucestershire Local Plan: Core Strategy (Adopted) December 2013; Policy PSP19 of the Policies Sites and Places DPD (Adopted) November 2017; and the National Planning Policy Framework.

30. The Reserved Matters for LAYOUT shall include an updated Biodiversity Net Gain (BNG) Assessment based on the finalised proposals, and using the metric current at the time of submission of the Reserved Matters to demonstrate that net gains of 10% in biodiversity will be achieved.

The development hereby approved shall be carried out in full accordance with the habitat retention, enhancement and creation measures set out in the revised BNG Assessment or any amendments approved in writing by the Local Planning Authority.

Reason:

In the interests of biodiversity and to accord with Policy CS9 of the South Gloucestershire Local Plan: Core Strategy (Adopted) December 2013; Policy PSP19 of the Policies Sites and Places DPD (Adopted) November 2017; and the National Planning Policy Framework.

31. Details of the play area hereby approved shall be submitted to and approved in writing by the LPA prior to the occupation of the first dwelling hereby approved. Such details

shall include the play components, levels, sections, any boundary treatments, surfacing, The development shall be implemented in accordance with the details as approved in writing by the LPA and be open and available for use by the public prior to the occupation of the 100th dwelling hereby approved.

Reason: In the interests of recreation and the amenity of future residents and in accordance with Policies CS26 and CS24 of the South Gloucestershire Local Plan: Core Strategy, (adopted Dec 2013).

32. The Class E development hereby approved shall comply with British Standard 4142 noise assessment at all sensitive receptors; the Rating Noise level shall not exceed the pre-existing Background LA90 noise levels in accordance with this criterion as amended, and in accordance with Table 6 of the submitted Noise Assessment (Waterman November 2021).

Reason: To protect the residential amenity of future occupants and in accordance with Policies PSP8 and PSP21 of the adopted South Gloucestershire Policies Sites and Places Plan.

33. The 650sqm of Class E floorspace hereby approved shall be built to shell & core on or before occupation of the 100th dwelling. The Class E floorspace shall be actively marketed as Class E shell and core space for a period of not less than 18 months from commencement of the development.

Reason: In the interests of creating a mixed use development and in accordance with Policy CS29 of the adopted South Gloucestershire Local Plan: Core Strategy, and PSP31 of the adopted South Gloucestershire Policies Sites and Places Plan.

34. In accordance with the approved Design Code, natural Pennant stone shall be used for some elements of the dwarf walls, seating, building plinths and garden walls throughout the development, as well as on elements of the facades fronting Ansteys Rd East.

Reason: In the interests of local distinctiveness and in accordance with Policy CS1 of the adopted South Gloucestershire Local Plan: Core Strategy, and Policy PSP1 of the adopted South Gloucestershire Local Plan: Policies, Sites and Places Plan.

35. The development shall be carried out in accordance with the following approved drawings:
Design and Access Statement (July 2023 update)
Design Code (ANS-BDP-XX-00-RP-T-90-002REV P13 (May 2023)).
Off site highway works 17524-WIE-ZZ-00-DR-C-90009 - P03.
Zebra crossing Memorial Rd 17524-WIE-ZZ-00-DR-C-90008 - P02
154_DI_15.9_Parameter Plan - Building Heights
154_DI_14.10_Parameter Plan - Land Use and Access
Site location Plan Rec'd 24th Nov 2021

Reason: To ensure a high quality of development and for the avoidance of doubt and in accordance with Policy CS1 of the adopted South Gloucestershire Local Plan: Core Strategy

36. The hours of working on site during the period of construction shall be restricted to
Monday - Friday.....7:30am - 6:00pm
Saturday.....8:00am - 1:00pm
No working shall take place on Sundays or Public Holidays.
The term working shall, for the purpose of clarification of this condition include: the use of any plant or machinery (mechanical or other), the carrying out of any maintenance/cleaning work on any plant or machinery deliveries to the site and the movement of vehicles within the curtilage of site
Reason: To protect the residential amenity of adjacent residents.
37. Parking
Reserved Matters submitted for LAYOUT shall be in accordance with the Parking Strategy as set out in the Design Code hereby approved.

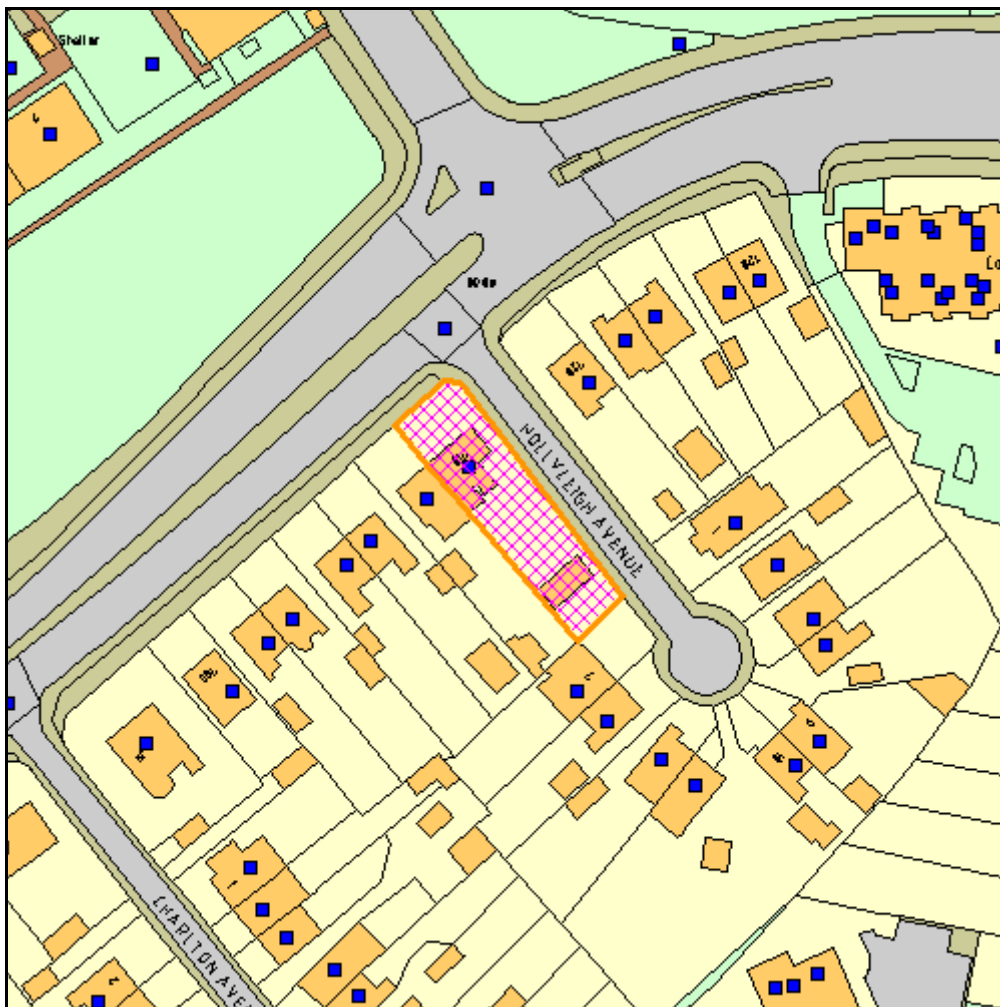
Reason: In the interests of highway safety, and in accordance with Policy CS8 of the adopted South Gloucestershire Core Strategy.
38. Notwithstanding the rear fence as shown in the Design Code (May 2023) Boundaries plan, Reserved Matters submitted pursuant to LAYOUT shall include a wall around the rear boundary of Block A. (blocks as shown in the Design Code hereby approved.

Reason: In the interests of good quality design and in accordance with Policy CS1 of the adopted South Gloucestershire Local Plan: Core Strategy,
39. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 As Amended, all Class E units on the site shall not be changed to Class E (a) - Retail.
Reason: To protect the Town Centre Primary and Secondary shopping frontages, and in accordance with Policy PSP31 of the adopted South Gloucestershire Local Plan: Core Strategy.

Case Officer: Helen Ainsley
Authorising Officer: Marie Bath

CIRCULATED SCHEDULE NO. 40/23 -6th October 2023

App No.:	P23/02413/RVC	Applicant:	Mr Mike Fiebig
Site:	718 Southmead Road Filton Bristol South Gloucestershire BS34 7QT	Date Reg:	23rd August 2023
Proposal:	Variation of conditions 5 to amend the approved plans and 2 to amend the approve cycle store plan, attached to P22/07119/F. Demolition of garage. Erection of single storey 2no. bedroom/2no.person detached annexe to enlarge existing large House in Multiple Occupation (HMO) (Sui Generis) to an overall 10no. person HMO.	Parish:	Filton Town Council
Map Ref:	359932 178944	Ward:	Filton
Application Category:	Minor	Target Date:	16th October 2023



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100023410, 2008. **N.T.S.** **P23/02413/RVC**

South Gloucestershire Councillors have five working days from date of publication to consider whether items appearing on the Circulated Schedule should be referred to the Development Management or Strategic Sites Delivery Committees for determination.

Reason for Referring to the Circulated Schedule

This application has been referred to the Circulated Schedule following the receipt of 3 or more (7) letters of objection from local residents.

1. THE PROPOSAL

- 1.1 The application relates to no.718 Southmead Road, Filton, a semi-detached property that was formerly a dwelling house Class C3 but is now a large HMO (sui generis). The front garden comprises hardstanding with parking for two vehicles. The rear garden comprises lawn and patio, with a detached garage to the rear and a further parking space.
- 1.2 Works comprising the installation of an enlarged rear dormer, the erection of a two-storey side/rear extension and a single-storey rear extension have recently been completed (planning permission P22/02678/RVC), and, related to this, the Council granted planning permission for the change of use of the dwelling (C3) to an 8-bed, large house in multiple occupation HMO (sui generis) (ref: P22/04955/F). All building works have been signed off by Building Control and are now substantially complete.
- 1.3 A subsequent planning permission P22/07119/F was approved to demolish the rear garage and replace it with a single-storey annexe, comprising 2no. bedrooms, to increase the capacity of the property to a 10-bed HMO for up to 10no. persons. The occupants of the annexe would have full access to the main building, and the annexe would not be self-contained, and would not include cooking, utility room or communal living facilities.
- 1.4 Condition 5 attached to P22/07119/F merely listed the approved plans whilst Condition 2 related to the provision of a cycle store. Condition 2 reads as follows:

“Prior to the first occupation of the outbuilding/annexe as part of the 10no bedroom HMO hereby approved; all off-street car parking and cycle storage as shown on the Proposed Block Plan Drawing No. 3946.PL3.02 Rev A received 15th March 2023, must be fully implemented and operable so as to ensure the provision of a total of 5no. off street car parking spaces and storage for 10 cycles to serve the HMO. These facilities shall be maintained and retained as such thereafter for their intended purpose of providing off-street parking and storage for vehicles and cycles respectively, as associated with the lawful use of the property known as 718 Southmead Rd as a 10 bedroom HMO.”

Reason

In the interests of ensuring that the approved level of parking and cycle storage is provided for the 10 bedroom HMO and to comply with the requirements of Policies PSP16 and PSP11 of the South Gloucestershire Local Plan: Policies

Sites and Places Plan (adopted) November 2017 and the provisions of the National Planning Policy Framework.

- 1.5 It was intended to provide a detached timber cycle store to the rear of the two parking spaces (accessed from Hollyleigh Avenue) and the approved annex.
- 1.6 It is now proposed to incorporate the cycle store within a flat roofed rear extension to the annexe, hence the proposed variation to Condition 2 and associated variation to the plans listed under Condition 5.
- 1.7 Given that the works have already commenced and are substantially complete, this application is now retrospective.

2. POLICY CONTEXT

2.1 National Guidance

National Planning Policy Framework (NPPF) July 2021
National Planning Policy Guidance (NPPG)

2.2 Development Plans

South Gloucestershire Local Plan Core Strategy Adopted December 2013

CS1 High Quality Design
CS4A Presumption in Favour of Sustainable Development
CS5 Location of Development
CS8 Improving Accessibility
CS9 Managing the Environment and Heritage
CS15 Distribution of Housing
CS16 Housing Density
CS17 Housing Diversity
CS18 Affordable Housing
CS25 Communities of the North Fringe of Bristol Urban Area

South Gloucestershire Local Plan: Policies, Sites and Places Plan Adopted November 2017

PSP1 Local Distinctiveness
PSP8 Residential Amenity
PSP11 Transport Impact Management
PSP16 Parking Standards
PSP19 Wider Biodiversity
PSP20 Flood Risk, Surface Water, and Watercourse Management
PSP21 Environmental Pollution and Impacts
PSP38 Development within Existing Residential Curtilages, including Extensions and New Dwellings
PSP39 Residential Conversions, Subdivision, and HMOs
PSP43 Private Amenity Space Standards

2.3 Supplementary Planning Guidance

Trees on Development Sites SPG (Adopted) Nov. 2005.
South Gloucestershire Design Checklist (Adopted) 2007)
South Gloucestershire SPD: Residential Parking Standards (Adopted) 2013

Community Infrastructure Levy (CIL) & Section 106 Planning Obligations Guide SPD – (Adopted) March 2015
South Gloucestershire Council Waste Collection: guidance for new developments SPD (Adopted) Jan 2015
Householder Design Guide SPD Adopted March 2021
South Gloucestershire Council SPD : Houses in Multiple Occupation (Adopted) 4th Oct. 2021.
Green Infrastructure: Guidance for New Development SPD (adopted April 2021)
Trees and Development Sites: Guidance for New Development SPD (adopted April 2021)

3. RELEVANT PLANNING HISTORY

- 3.1 P20/21783/F - Installation of enlarged rear dormer, erection of two-storey side/rear extension and single storey rear extension to provide additional living accommodation. Erection of two storey, detached building with external staircase to form garage and annexe ancillary to the main dwelling house.
Split decision: 29/01/2021
Part refusal: two storey detached building
Part approval: rear dormer, two storey side/rear extension and single storey rear extension.
- 3.2 P21/04083/F - Demolition of existing side garage and erection of two-storey side extension and single storey front and rear extensions to form additional living accommodation. Alterations to existing parking layout. Approved with conditions: 16/07/2021
- 3.3 P21/03067/NMA - Non-material amendment to planning permission P20/21783/F to increase the size of the single storey rear extension. Refused: 28/05/2021
- 3.4 P22/02678/RVC - Variation of condition 2 attached to permission P20/21783/F to alter the approved plans. Installation of enlarged rear dormer, erection of two-storey side/rear extension and single storey rear extension to provide additional living accommodation.
Approved with conditions: 05/07/2022
- 3.5 P22/04955/F - Change of use from 1no. dwellinghouse (Class C3) to a large 8 bedroom House in Multiple Occupation (HMO) for up to 8 people (Sui generis) as defined in the Town and Country Planning (Use Classes) Order 1987 (as amended).
Approved 11th Nov. 2022
- 3.6 P22/07119/F - Demolition of garage. Erection of single storey 2no. bedroom/2no.person detached annexe to enlarge existing large House in Multiple Occupation (HMO) (Sui Generis) to an overall 10no. person HMO.
Approved 15th April 2023

4. CONSULTATION RESPONSES

4.1 Filton Town Council
No response

4.2 Other Consultees

Transportation D.M
No objection

Lead Local Flood Authority
No objection

Highway Structures
No response

Other Representations

4.3 Local Residents

Objections have been received from 7no. local residents; the concerns raised are summarised as follows:

- The bike store has been constructed using cavity walls so is intended for future conversion to living accommodation.
- Works have already commenced so application is retrospective.
- There will no longer be space to park in front of the store without obstructing the pavement and access to the store.
- No longer sufficient parking spaces for the HMO.
- Intended for a new dwelling.
- The roller shutter door is not suitable for a bike store; no longer level access.
- The store has been built with electricity and hot & cold water.
- The parking spaces are squeezed.
- No clearance between parking spaces and store to get bikes through.
- Impact on the environment – should have a green roof.
- Should be conditioned to prevent conversion to residential accommodation.
- Windows close to neighbours.
- Past refusals.
- Neighbours not consulted.

5. ANALYSIS OF PROPOSAL

Principle of Development

5.1 This current application merely seeks to amend Conditions 2 & 5 of P22/07119/F to revise the location and nature of the bike store.

5.2 Officers wish to stress that the scope of a variation/removal of condition application (section 73 application) is more limited than a full planning application. The Local Planning Authority may only consider the question of the condition(s), and cannot revisit or fundamentally change the original permission. It may be decided that the permission should be subject to the same conditions as were on the original permission; or that it should be subject

to different conditions; or that permission may be granted unconditionally. There is a right of appeal in the usual way against any conditions imposed.

- 5.3 In assessing this application it is necessary to consider whether or not the relevant condition(s) or any variations thereto satisfy the requirements of planning conditions as set out in the National Planning Policy Framework (NPPF). The NPPF requires all planning conditions to pass three tests, these being that conditions should be: –
- i. Necessary to make the development acceptable
 - ii. Directly related to the development
 - iii. Fairly and reasonably related in scale and kind
- 5.4 In assessing this application, officers must consider the reason why Conditions 2 & 5 were originally imposed and whether or not anything has changed in the interim that would now justify their variation.

Applicant's Justification for Varying Condition 5

- 5.5 The applicants agent has stated in his covering letter the following:

“The approved plans show a detached, timber cycle store with space for 10 bikes, to the rear of 2no. parking spaces (accessed from Hollyleigh Avenue) and the approved annex. The applicant has since erected a blockwork (with timber cladding), flat-roofed cycle store, attached to the rear of the approved annex. It continues to provide cycle storage for 10no. Bicycles, in additional to 10no. Lockers for storage of cycling equipment etc. The store is accessed by a pathway and door to the side of the parking spaces, and an additional roller shutter door has also been provided. The applicant has elected for a blockwork construction to provide additional security, given its positioning to the rear of the annex.”

Analysis

- 5.6 It is reiterated that the Council can only consider the proposed amendment and not re-visit the principle of the development approved under P22/07119/F. It has been suggested by some local residents that the extended annexe would most likely be converted to a separate dwelling or additional living accommodation at some time in the future. If that were the case, it would need planning permission in its own right and any future application would be determined on its own merits at that time.
- 5.7 In the interim, if the bike store were used for living accommodation that would be in breach of condition 2, the wording of which would not alter other than to quote different plan numbers.
- 5.8 Whilst works have already commenced in breach of planning permission, the Council's Enforcement Officer is aware of this and has paused any possible enforcement action pending the outcome of this application. The applicant/developer is aware of the likely implications should this application be refused.

- 5.9 As revised the bike store now proposed would be a high quality facility, providing the requisite 10 cycle stands and separate lockers within a highly secure construction. This is more likely to encourage the use of cycles, a sustainable form of transport.
- 5.10 A revised plan has been submitted showing that two car parking spaces are again provided to the front of the bike store. The access to the car parking spaces will not be affected.
- 5.11 The cycle store would be provided with both a roller shutter door and separate door to its side in the front elevation. Concerns have been raised by local residents about the accessibility to the bike store via the roller shutter door when cars are parked to the front; there would also not be level access via this door.
- 5.11 Notwithstanding these constraints on the roller shutter door, a segregated pathway to the side door would be available to cyclists and the side door has 900mm clearance which comfortably allows cyclists/pedestrians to access the bike store when cars are parked to the front.
- 5.12 The revised store would integrate adequately within the built form and given its flat roof, would appear as a garage and have little if no overbearing impact on neighbouring property.
- 5.13 Officers therefore raise no objection to the proposed revisions. All other relevant conditions would be carried over. Since works have already commenced there is no longer a requirement for the commencement condition 1. Furthermore, as electric vehicle charging points are now secured under building regulations, there is no longer a requirement for condition 3.

Other Matters

- 5.14 Whilst it was omitted to consult some local residents in the initial consultation for this application, the matter was rectified at a later date. Adequate time was given for responses so local residents were not prejudiced in this matter.

5.15 Consideration of likely impact on Equalities

The Equality Act 2010 legally protects people from discrimination in the workplace and in wider society; it sets out the different ways in which it is unlawful to treat someone. As a result of this Act the public sector equality duty came into force. Among other things those subject to the equality duty must have due regard to: eliminate unlawful discrimination, harassment and victimisation; advance equality of opportunity and foster good relations between people who share a protected characteristic and those who do not. The general equality duty therefore requires organisations to consider how they could positively contribute to the advancement of equality and good relations. It requires equality considerations to be reflected into the design of policies and the delivery of services.

With regards to the above this planning application it is considered to have a neutral impact on equality.

6. CONCLUSION

- 6.1 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, Local Planning Authorities are required to determine applications in accordance with the policies of the Development Plan, unless material considerations indicate otherwise.
- 6.2 The recommendation to grant permission has been taken having regard to the policies and proposals in the development plan set out above, and to all the relevant material considerations set out in the report.

7. RECOMMENDATION

- 7.1 That Planning Permission P22/07119/F be re-issued as P23/02413/RVC with Conditions 2 & 5 (now 1 & 3) varied to quote the reference numbers of the revised plans; all other relevant conditions carried over.

CONDITIONS

1. Prior to the first occupation of the outbuilding/annexe as part of the 10no bedroom HMO hereby approved; all off-street car parking and cycle storage facilities as shown on the Existing and Proposed Block Plans Drawing No. 3946.PL3.02 Rev D received 3rd Oct. 2023 and Proposed Plan and Elevations Drawing No. 3946.PL3.05 Rev B received 18th August 2023, must be fully implemented and operable so as to ensure the provision of a total of 5no. off street car parking spaces and storage for 10 cycles to serve the HMO. These facilities shall be maintained and retained as such thereafter for their intended purpose of providing off-street parking and storage for vehicles and cycles respectively, as associated with the lawful use of the property known as 718 Southmead Rd as a 10 bedroom HMO.

Reason

In the interests of ensuring that the approved level of parking and cycle storage is provided for the 10 bedroom HMO and to comply with the requirements of Policies PSP16 and PSP11 of the South Gloucestershire Local Plan: Policies Sites and Places Plan (adopted) November 2017 and the provisions of the National Planning Policy Framework.

2. The hours of working on site during the period of demolition and construction, shall be restricted to 07.30hrs to 18.00hrs Mon to Fri; and 08.00hrs to 13.00hrs Sat, and no working shall take place on Sundays or Public Holidays. The term 'working' shall, for the purpose of clarification of this condition include: the use of any plant or machinery (mechanical or other), the carrying out of any maintenance/cleaning work on any plant or machinery deliveries to the site and the movement of vehicles within the curtilage of site.

Reason

To protect the residential amenity of the neighbouring occupiers and to accord with Policies PSP8 and PSP21 of The South Gloucestershire Local Plan : Policies Sites and Places Plan (Adopted) 8th Nov. 2017

3. The development hereby approved shall be carried out in strict accordance with the following plans:

Site Location Plan Drawing No. 3946.PL03.01 received 22nd Dec. 2022

Existing and Proposed Plans and Elevations Drawing No. 3946.PL03.03 Rev A received 22nd Dec. 2022

Existing House Plans Drawing No. 3946.PL03.04 received 22nd Dec. 2022

Existing and Proposed Block Plans Drawing No. 3946.PL03.02 Rev D received 3rd Oct. 2023

Proposed Cycle Store Floor Plans and Elevation Drawing No. 3946.PL3.05 Rev B received 18th August 2023

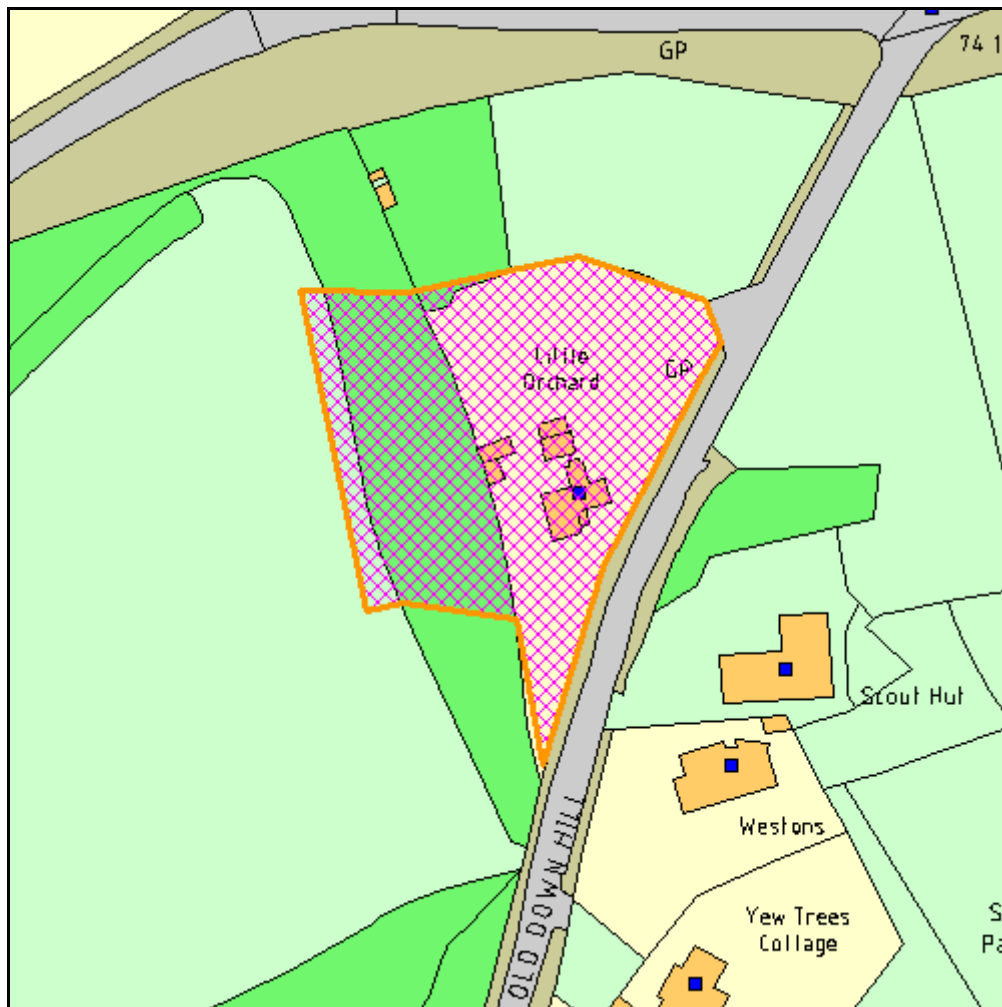
Reason

For the avoidance of doubt.

Case Officer: Roger Hemming
Authorising Officer: Marie Bath

CIRCULATED SCHEDULE NO. 40/23 -6th October 2023

App No.:	P23/02416/HH	Applicant:	Mr and Mrs Sue and Rob Morling
Site:	Little Orchard Old Down Hill Tockington Bristol South Gloucestershire BS32 4PA	Date Reg:	21st August 2023
Proposal:	Erection of two storey and single storey rear extension to form additional living accommodation. Erection of single storey detached outbuilding.	Parish:	Olveston Parish Council
Map Ref:	361091 187209	Ward:	Severn Vale
Application Category:	Householder	Target Date:	13th October 2023



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N.T.S.

P23/02416/HH

South Gloucestershire Councillors have five working days from date of publication to consider whether items appearing on the Circulated Schedule should be referred to the Development Management or Strategic Sites Delivery Committees for determination.

REASON FOR APPEARING ON CIRCULATED SCHEDULE

This application appears on the Council's Circulated Schedule procedure following in excess of 3no. comments of support from local residents contrary of the officer recommendation detailed below.

1. THE PROPOSAL

- 1.1 This application seeks full planning permission for the erection of two storey and single storey rear extension to form additional living accommodation. Erection of single storey detached outbuilding.
- 1.2 The application site can be found at Little Orchard, Old Down Hill, located respectively to the north and east of the rural settlements of Tockington and Olveston. The dominant feature within this generous sized plot is a two-storey detached dwellinghouse.
- 1.3 The site lies within the open countryside and is washed over by the Bristol and Bath Green Belt. A Tree Preservation Order (TPO) Woodland is situated to the west of the site.

2. POLICY CONTEXT

2.1 National Guidance

National Planning Policy Framework February 2019
National Planning Practice Guidance

2.2 Development Plans

South Gloucestershire Local Plan Core Strategy Adopted December 2013

CS1	High Quality Design
CS4A	Presumption in Favour of Sustainable Development
CS5	Location of Development
CS8	Improving Accessibility
CS9	Managing the Environment and Heritage
CS34	Rural Areas

South Gloucestershire Local Plan Policies Sites and Places Plan Adopted November 2017

PSP1	Local Distinctiveness
PSP2	Landscape
PSP3	Trees and Woodland
PSP7	Development in the Green Belt
PSP8	Residential Amenity
PSP11	Transport Impact Management
PSP16	Parking Standards
PSP19	Wider Biodiversity
PSP38	Development within Existing Residential Curtilages

- 2.3 Supplementary Planning Guidance
Design Checklist SPD (Adopted) August 2007
Residential Parking Standard SPD (Adopted) December 2013
Householder Design Guide (Adopted March 2021)

3. RELEVANT PLANNING HISTORY

- 3.1 **P23/01471/CLE**. Continued use of land as residential curtilage (Use Class C3). Approve **Certificate of Lawfulness**. 06.06.2023.
- 3.2 **P20/02081/F**. Erection of side conservatory to provide additional living accommodation. **Approve with Conditions**. 10.03/2020.
- 3.3 **PT06/2941/F**. Erection of two storey side extension to provide pantry, utility and W.C. with additional bedroom, en-suite and dressing room above. Resubmission of Application PT06/1119/F. **Approve with Conditions**. 03/11/2006.
- 3.4 **PT06/1119/F**. Erection of two storey side extension to provide pantry, utility and W.C. with additional bedrooms, en-suite and dressing room above. **Refusal**. 25/05/2006.

4. CONSULTATION RESPONSES

- 4.1 Olveston Parish Council
No comments received.
- 4.2 The Ecology Officer Natural & Built Environment Team
(26/09/2023)
No objection, subject to the imposition of conditions.

(11/09/2023)
The Preliminary Ecological Appraisal report is to be submitted to the Local Planning Authority for review, prior to determination.
- 4.3 The Tree Team
No objection subject to the imposition of conditions.
- 4.4 Sustainable Transport – Transportation DC
No objection.
- 4.5 EP Contaminated Land
No objection subject to the imposition of informative.
- 4.6 Local Residents
11no. comments of support have been received from neighbours, the following points have been raised.
- No detrimental impact on the surroundings or views for neighbours

- Extension is virtually unseen from public view
- Design is sympathetic to the existing house and proportionate
- Should not affect anyone due to the position of the house and no one else nearby
- In keeping with the viable community values and ethos
- In harmony with other dwellings on the hill, many of which have been significantly extended to benefit the immediate community
- Parish will benefit from well balance family accommodation
- In keeping with the character of the village
- No negative effect on the environment and wildlife in the area

5. **ANALYSIS OF PROPOSAL**

5.1 **Principle of Development**

Policy PSP38 of the South Gloucestershire Policies, Sites and Places Plan (adopted) November 2017 is relevant to this application. The policy indicates that residential extensions are acceptable in principle subject to considerations of visual amenity, residential amenity and highway safety. The proposal therefore accords with the principle of development subject to the following considerations.

5.2 ***Green Belt***

The proposal is sited within the Green Belt, where the fundamental aim is to prevent urban sprawl by keeping land permanently open. The essential characteristics of Green Belts are their openness and their permanence. As per para 137 of the NPPF, the Green Belt serves five purposes:

- a) to check the unrestricted sprawl of large built-up areas;*
- b) to prevent neighbouring towns merging into one another;*
- c) to assist in safeguarding the countryside from encroachment;*
- d) to preserve the setting and special character of historic towns; and*
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.*

5.3 Inappropriate development is by definition, harmful to the greenbelt and should be resisted, with the NPPF setting out that great weight should be given to any harm caused to the greenbelt. Accordingly, development that is inappropriate should be refused, unless there are 'very special circumstances' that can outweigh the harm identified. A case for very special circumstances has been put forward in this case, of which will be examined in more detail further on in this report.

5.4 Whilst development in the Green Belt is strictly controlled, the NPPF provides a number of exceptions where development in the Green Belt may not be inappropriate. Paragraphs 149 and 150 of the NPPF lists the exceptions, for which the most relevant exception being "*(c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building*".

5.5 The key issue, therefore, is whether the proposal is proportionate. Whilst the NPPF does not define proportionality, local plan policy PSP7 sets out

parameters that aim to determine what is and is not proportionate. *As a general guide, an addition resulting in a volume increase less than 30% of the original building would be likely to be acceptable. Additions that exceed 30% volume increase will be carefully assessed, with particular regard to whether the proposal would appear out of scale and proportion to the existing building. Additions resulting in a volume increase of 50% or more of the original building would most likely be considered a disproportionate addition and be refused as inappropriate development.* Additions should not be considered in isolation, with any additions and alterations beyond original being counted towards this allowance.

- 5.6 From the information accessible to the Local Planning Authority, as presented by the relevant planning history, it is clear that the dwelling has been previously extended, in the form of a two-storey side extension, roof alterations to garage and conservatory. As such, will form part of the Green Belt calculations, counting towards additions to the property.
- 5.7 The original building has been calculated to be approximately 587m³. metres. The previous additions measure approximately 196m³, and the proposed additions would equal approximately 335m³, resulting in a cumulative volume increase of around 90% over the original building. PSP7 is very clear that 50% is the threshold for when additions become disproportionate. Given that this proposal would result in an increase well in excess of this amount, it can only be concluded that this proposal should be refused on the basis of being disproportionate by cumulative impact. Furthermore, the outbuilding is disproportionate by siting due to the positioning and distance from the host dwelling. Therefore, the development is inappropriate in the Green Belt.
- 5.8 **Very Special Circumstances**
An argument has been made outlining the case for very special circumstances in order to overcome the harm caused to the Green Belt by the disproportionality of the proposal. In effect, it is proposed that more built form could be added at the site under householder permitted development (PD) than if this permission were granted and PD rights removed by condition. A demonstration has been put forward suggesting that a 3 metre deep two-storey rear extension, 8 metre deep single-storey rear extension and substantial outbuilding could be implemented under PD.
- 5.9 Whilst officer do not dispute that there is scope to add more built form under PD, the Local Authority (LPA) are unable to control if the applicant wishes to extend their property under permitted development. Permitted development does not allow considerations of openness. When the council have control, they should take control. The LPA are able to assess impacts as this is a full planning application, as so it is proper and right that it does so.
- 5.10 The argument of PD fall-back does not amount to the threshold required to demonstrate 'very special circumstances', which itself is a particularly high bar set by the NPPF. In addition, the proposed circumstances are not special i.e., most residential dwelling benefit from PD rights, any applicant in the same circumstance could therefore put forward an identical case.

5.11 It is also noted that reference is made to the lack of public visibility of the proposal. Officers also do not dispute that there is limited visibility from the public realm and the extension would, for the most part be experienced from the private garden of the host dwelling and neighbouring land. However, inspectors have noted that this lack of visibility does not mean there will not be impacts on the openness, which is after all a principle issue. An example of this would be APP/J1915/W/17/3188031 (dismissed 22nd March 2018), in which the inspector noted;

“The concept of openness is not related to visual appearance or the extent to which development can be seen but is an intrinsic quality which along with its permanence is an essential characteristic of the greenbelt”

5.12 Following the above, the conclusion of the assessment of impacts are that the development fails to accord with PSP7 and would not result in a proportionate addition to the original dwelling by reason of calculative impact and siting. Accordingly, the development would not be appropriate development in the Green Belt and would therefore be harmful, and substantial weight is given to that harm. No very special circumstances exist that would outweigh the harm, and so in accordance with local plan policy and the NPPF, the development is inappropriate development in the Green Belt and should be refused.

5.13 The agent associated with the application has raised that a similar application was approved at the bottom of Old Down Hill where the use of PD was accepted as ‘very special circumstances’ ref. P20/12627/F. Whilst noted, each case is to be determined on its own merits.

5.14 Design and Visual Amenity

Policy CS1 of the Core Strategy and policy PSP38 of Policies, Sites and Places Plans seeks to ensure that development proposals are of the highest possible standards of design. This means that developments should be informed by, respect, and enhance the character, distinctiveness and amenity of both the application site and its context.

5.15 The proposed extension comprises of a two-storey element and a single-storey element. The two-storey aspect would project a maximum of (approx.) 3.6 metres from the properties rear elevation and span a width of 7.5 metres. The extension would have somewhat of a double dual-pitched roof, which would be set down from the host dwellings main ridgeline by around 0.25 metres. The single-storey aspect would sit to the side (north) of the proposed two-storey rear extension and span the rest of the properties rear elevation, measuring a distance of 5.3 metres. The single-storey massing would feature a flat roof with parapet detail, which would rise to a height of 3.2 metres (excluding glazed roof lantern).

5.16 An outbuilding also forms part of the proposed scheme. The outbuilding would sit within the rear curtilage of the application site, positioned towards the north boundary of the plot. The overall footprint of the outbuilding would be (approx.) 37 sq. metres and would again feature a flat roof, which would rise from to a height of 3 metres.

- 5.17 Although the proposed development would to a degree be set-down from the host dwelling, the two-storey element would not appear wholly subservient. Nevertheless, it is important to consider the context of the case. Having looked at the surrounding area, there is no clear street scene or building line, and the layout is rather informal. The handful of properties located along Old Down Hill are large detached dwellings, each with their own style but the common feature of a gable-end.
- 5.18 The submitted plans indicate that the proposed extensions would utilise proportions and materials that are present on the main property. This would help aid integration between the existing and proposed additions, ensuring that the appearance of the dwelling is harmonious. Moreover, the outbuilding appears subservient to the host dwelling and is proportionate in scale to the size of the garden, ensuring an appropriate relationship to the main property, complying with the Council's Annexes and Residential Outbuildings SPD. Overall, the proposals would not be detrimental to the character of the host dwelling or surrounding area and therefore are of an acceptable standard of design. As such, the proposal is deemed to comply with policies CS1 and PSP38.
- 5.19 Residential Amenity
Policy PSP8 of the Policies, Sites and Places Plan relates specifically to residential amenity in which it states development proposals are acceptable, provided that they do not create unacceptable living conditions or result in unacceptable impacts on the residential amenities of occupiers of the development or of neighbouring properties. These are outlined as follows (but not restricted to): loss of privacy and overlooking; overbearing and dominant impact; loss of light; noise or disturbance; and, odours, fumes or vibrations.
- 5.20 By reason of siting, form, scale and the separation distances involved between the proposed development and neighbouring properties. Officers are satisfied that the development would not result in any unreasonable harm to residential amenity. The application therefore satisfies the requirements of PSP8 and PSP38.
- 5.21 Supplementary to this, policy PSP43 sets out that residential units, are expected to have access to private external amenity space that is: functional and safe; of a sufficient size in relation to number of occupants; and be easily accessible. Although the proposed development would increase the degree of occupancy within the host dwelling, as well as build on existing rear curtilage. The property would continue to benefit from a generous amount of private amenity space, complying with policy PSP43.
- 5.22 Transport (Access and Parking)
Policy PSP16 sets out the Council's criteria for parking specifications. It states that parking space provision per dwellinghouse is proportionate to bedroom number. The proposed development would not trigger a material increase in demand for parking at the site nor would it impact current provision. Therefore, no objection is raised under PSP16.
- 5.23 Trees

The proposal requires the removal of 2no. trees which will require replacements as set out within the Arboricultural report section 4.6.3.

The tree protection plan and Arboricultural method statements included within the report show clear protection for the existing retained trees.

The Arboricultural consultant will be required to conduct a series of supervisory visits to ensure compliance with the submitted tree protection fencing plan and report and that the WTC Arboricultural documents ref: WTC_1114.01 are being complied with. A condition would be attached to any favourable decision notice to secure this.

5.24 Ecology

The Ecology Officer has reviewed the submitted documents and is satisfied with the level of detail provided. The development proposals are therefore acceptable, subject to relevant conditions.

5.25 Contamination

The Council's Environmental Protection team have raised the observation that a former quarry which has been subsequently infilled lies to the south-east of the site. If present, landfill and ground gas can be a potential hazard to health. Further to this, they have provided the applicant with specific guidance to follow for the construction of the proposed extension, if it is found that the existing property already has gas protection measures installed. This advice would be included as an informative.

5.26 Other Matters

Officers acknowledge that several comments of support were received from local residents during the consultation process. Nevertheless, none of these comment address the proposals impact on the Green Belt.

5.27 Consideration of likely impact on Equalities

The Equality Act 2010 legally protects people from discrimination in the workplace and in wider society; it sets out the different ways in which it is unlawful to treat someone. As a result of this Act, the public sector equality duty came into force. Among other things, those subject to the equality duty must have due regard to: eliminate unlawful discrimination; harassment and victimisation; advance equality of opportunity; and, foster good relations between people who share a protected characteristic and those who do not. The general equality duty therefore requires organisations to consider how they could positively contribute to the advancement of equality and good relations. It requires equality considerations to be reflected into the design of policies and the delivery of services.

With regards to the above, this planning application is considered to have a neutral impact on equality.

6. CONCLUSION

- 6.1 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, Local Planning Authorities are required to determine applications in

accordance with the policies of the Development Plan, unless material considerations indicate otherwise.

- 6.2 The recommendation to **REFUSE** permission has been taken having regard to the policies and proposals in the development plan set out above, and to all the relevant material considerations set out in the report.

7. RECOMMENDATION

7.1 That the application be **REFUSED** for the following reasons.

1. The site is located within the Bristol/Bath Green Belt and the proposal does not fall within the limited categories of development normally considered appropriate within the Green Belt as the extensions are considered to be disproportionate. In addition, the applicant has not satisfactorily demonstrated that very special circumstances apply, such that the normal presumption against development in the Green Belt should be overridden. The proposal is therefore contrary to the provisions of Policy CS5 and CS34 of the South Gloucestershire Local Plan: Core Strategy (Adopted) December 2013; the advice set out in the adopted Development in the Green Belt SPD (2007); and the National Planning Policy Framework.

Case Officer: Chloe Summerill
Authorising Officer: Marie Bath