



**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. 22/16**

**Date to Members: 03/06/16**

**Member's Deadline: 09/06/2016 (5.00 pm)**

The reports listed over the page form the 'Circulated Schedule' a procedure agreed by the Planning and Transportation Committee on 21 November 1996. The procedure is designed to increase the effectiveness and efficiency of the Development Control Service. Under the arrangement reports are circulated on a weekly basis.

The reports assess the application, consider representations which have been received, and make a recommendation regarding the proposal. The procedure is designed to ensure that Members are aware of any concern expressed by interested parties in their ward and indicate a recommendation.

Having considered the reports, those applications that Councillors feel should be referred to an appropriate Area Development Control Committee must be notified to the Development Control section **by email within five working days of the publication of the schedule (by 5pm)**. If there has been no 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, Members may wish to speak to an officer about the issue, in order that any problems can perhaps be resolved without the need for referral to a Committee**

**PLEASE NOTE: THE CIRCULATED SCHEDULE PROCESS IS ONLY OPEN  
TO THE ELECTED MEMBERS OF SOUTH GLOUCESTERSHIRE COUNCIL.**

## **NOTES FOR COUNCILLORS - FORMAL ARRANGEMENTS**

If any Member requires any of the proposals listed in the Schedule to be considered by the appropriate Development Control Committee, please let the Director of Environment of Community Services know 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 the end of Thursday) (see cover page for the date).

To refer an application(s) members are asked to email [MemberReferral@southglos.gov.uk](mailto:MemberReferral@southglos.gov.uk) providing details of

- Application reference and site location
- Indicate whether you have discussed the application(s) with the case officer and/or area planning manager
- Indicate whether you have discussed the application(s) with ward member(s) if the site is outside of your ward
- The reason(s) for the referral

The following types of applications may be determined by this Circulated Schedule procedure:

All applications and related submissions not determined either by the Development Control Committees or under delegated powers including:

- a) Any application submitted by or on behalf of the Council.
- b) Any application requiring either new or a modification to an existing planning agreement, provided that the application is not required to be determined by Committee.
- c) Any footpath diversion required to implement an approved scheme.
- d) Applications, except those where approval is deemed to be granted upon the expiry of a defined period, where a representation contrary to the Officers recommendation are received.
- e) Applications for Certificates of Appropriate Alternative Development where a representation contrary to the Officer's recommendation is received.
- f) Applications for Certificates of Lawful Use of Development

## **GUIDANCE FOR 'REFERRING' APPLICATIONS**

Members are entitled to refer any application for consideration by the relevant DC Committee or Sites Inspection Committee, before a decision has been made. However as call-ins will delay the decision on an application and in the interests of improving the effectiveness and efficiency of the Development Control service, this option should only be exercised after careful consideration. Members are therefore asked to take account of the following advice:

- Before referring an application always speak to the case officer or Area Planning 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
- Always make your referral request by e-mail to [MemberReferral@southglos.gov.uk](mailto:MemberReferral@southglos.gov.uk), where referrals can be picked up quickly by the Development Management Technical Support Team. Please note a copy of your referral e mail will appear on the website. **If in exceptional circumstances, you are unable to e-mail you request, please contact 01454 863519, well in advance of the deadline, to discuss alternative arrangements to ensure your response can be received.**
- When you refer an application, make clear what the planning reasons are for doing so. This will help the case officer and other members give attention to the specific issues you have raised.
- It may also allow officers to seek to negotiate with the applicant to overcome the Member's concerns and therefore removing the need for a Committee determination.

# CIRCULATED SCHEDULE 03 June 2016

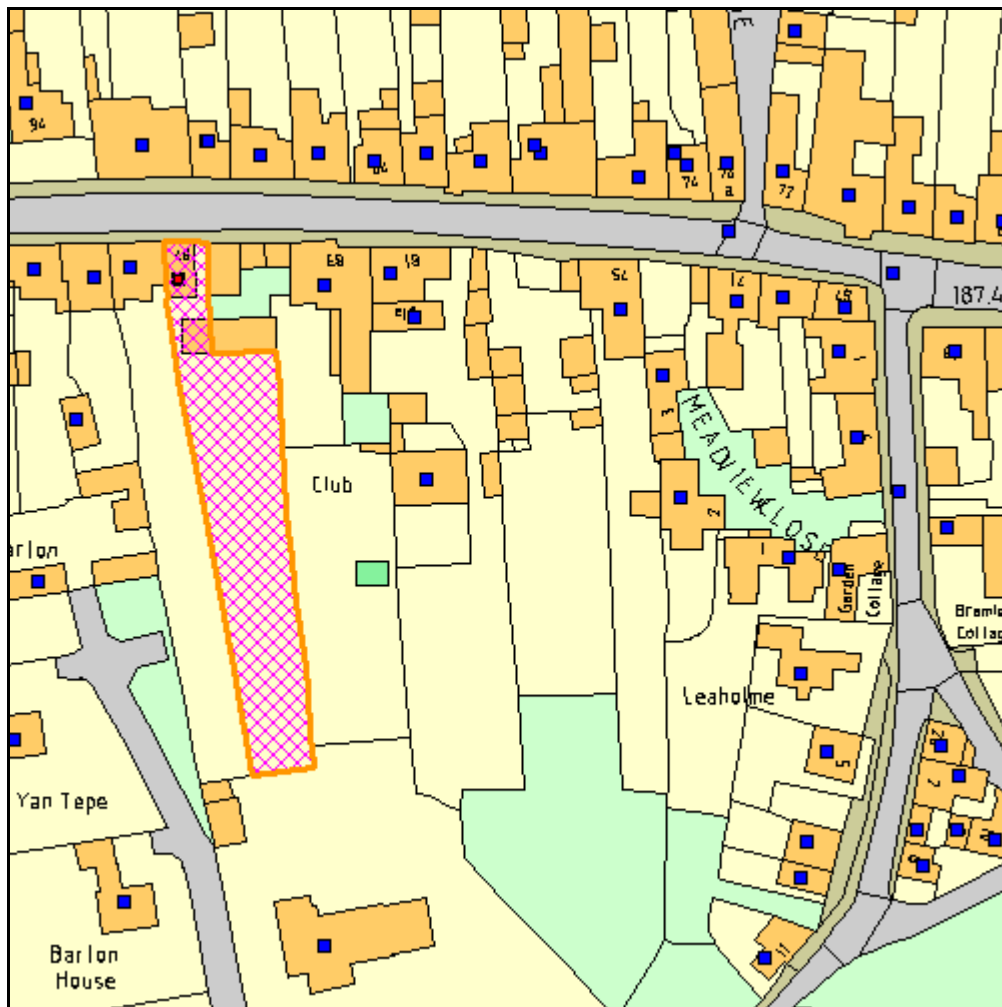
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ITEM NO.	APPLICATION NO	RECOMMENDATION	LOCATION	WARD	PARISH
1	<b>PK16/0667/F</b>	Approve with Conditions	87 High Street Marshfield Chippenham South Gloucestershire SN14 8LT	Boyd Valley	Marshfield Parish Council
2	<b>PK16/0670/LB</b>	Approve with Conditions	87 High Street Marshfield Chippenham South Gloucestershire SN14 8LT	Boyd Valley	Marshfield Parish Council
3	<b>PK16/1047/RM</b>	Approve with Conditions	Commercial Land At Emersons Green Urban Village Emersons Green South Gloucestershire	Westerleigh	Emersons Green Town Council
4	<b>PK16/1409/F</b>	Approve with Conditions	2 Cowhorn Hill Oldland Common South Gloucestershire BS30 9QU	Oldland	Bitton Parish Council
5	<b>PK16/1443/F</b>	Approve with Conditions	6 Bury Hill View Downend South Gloucestershire BS16 6PA	Downend	Downend And Bromley Heath Parish Council
6	<b>PK16/1481/F</b>	Approve with Conditions	11 Cherrytree Court Pucklechurch South Gloucestershire BS16 9BF	Boyd Valley	Pucklechurch Parish Council
7	<b>PK16/1555/F</b>	Approve with Conditions	131 Seymour Road Staple Hill South Gloucestershire BS16 4TA	Staple Hill	None
8	<b>PK16/1584/F</b>	Approve with Conditions	The Edge Ryedown Lane Bitton South Gloucestershire BS30 6JF	Bitton	Bitton Parish Council
9	<b>PK16/1654/F</b>	Approve with Conditions	40 Memorial Road Hanham South Gloucestershire	Hanham	Hanham Abbots Parish Council
10	<b>PK16/1656/F</b>	Approve with Conditions	24A Shellards Road Longwell Green South Gloucestershire BS30 9DU	Longwell Green	Oldland Parish Council
11	<b>PK16/1711/CLP</b>	Approve with Conditions	9A Champion Road Kingswood South Gloucestershire BS15 4SU	Rodway	None
12	<b>PK16/1834/F</b>	Approve with Conditions	105 Poplar Road Warmley South Gloucestershire BS30 5JS	Oldland	Bitton Parish Council
13	<b>PT15/5197/O</b>	Approve with Conditions	Parklands Hambrook Lane Stoke Gifford South Gloucestershire BS34 8QU	Stoke Gifford	Stoke Gifford Parish Council
14	<b>PT16/0343/CLP</b>	Approve with Conditions	12 Greenhill Road Alveston South Gloucestershire	Thornbury South And	Alveston Parish Council
15	<b>PT16/1176/RVC</b>	Approve with Conditions	East Works Site Gloucester Road North Filton South Gloucestershire BS34 7BQ	Filton	Filton Town Council
16	<b>PT16/1665/F</b>	Approve with Conditions	49 Brins Close Stoke Gifford South Gloucestershire	Stoke Gifford	Stoke Gifford Parish Council
17	<b>PT16/1667/CLP</b>	Approve with Conditions	19 Meadow View Frampton Cotterell South Gloucestershire BS36 2NF	Frampton Cotterell	Frampton Cotterell Parish Council
18	<b>PT16/1739/F</b>	Approve with Conditions	Unit 1 Cribbs Causeway Centre Cribbs Causeway Almondsbury South Gloucestershire BS10 7TT	Patchway	Almondsbury Parish Council

ITEM NO.	APPLICATION NO	RECOMMENDATION	LOCATION	WARD	PARISH
19	<b>PT16/1752/F</b>	Approve with Conditions	47 Gloucester Road Almondsbury South Gloucestershire BS32 4HH	Almondsbury	Almondsbury Parish Council
20	<b>PT16/1788/F</b>	Approve with Conditions	107 Durban Road Patchway South Gloucestershire	Patchway	Patchway Town Council

**CIRCULATED SCHEDULE NO. 22/16 – 3 JUNE 2016**

<b>App No.:</b>	PK16/0667/F	<b>Applicant:</b>	Mr And Mrs Lines And Hollyer
<b>Site:</b>	87 High Street Marshfield Chippenham South Gloucestershire SN14 8LT	<b>Date Reg:</b>	16th February 2016
<b>Proposal:</b>	Conversion of a redundant stable to an office/garden room	<b>Parish:</b>	Marshfield Parish Council
<b>Map Ref:</b>	377730 173736	<b>Ward:</b>	Boyd Valley
<b>Application Category:</b>	Householder	<b>Target Date:</b>	11th April 2016



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PK16/0667/F

## **REASON FOR SUBMISSION TO THE CIRCULATED SCHEDULE**

This application has been submitted to the Council's circulated schedule procedure as comments received have been contrary to the Officer's recommendation.

### **1. THE PROPOSAL**

- 1.1 This application seeks planning permission for the conversion of a redundant stable to an office/garden room. The aforementioned stable is within the residential curtilage of no. 87 High Street Marshfield.
- 1.2 The application site relates to a historic end of terrace property located in Marshfield. The property is a terraced cottage built in the mid 19<sup>th</sup> century, possibly remodelling of a 17<sup>th</sup> century house. The property is two storeys, with two bays, large pane sash windows in a plain stone surround. The property is Grade II listed which is located on the south side of the historic High Street of Marshfield.
- 1.3 The site is located within the defined settlement boundary for Marshfield and within the Marshfield Conservation Area. Furthermore, the site is also within the Cotswolds Area of Outstanding Natural Beauty. No other statutory or non-statutory land use designations cover the site.
- 1.4 During the course of the application, amendments were made to the application in order to overcome concerns from the Conservation Officer.
- 1.5 This application is being determined in association with the supporting listed building consent application PK16/0670/LB.

### **2. POLICY CONTEXT**

- 2.1 National Guidance  
National Planning Policy Framework March 2012  
Planning Policy Guidance 2014 –  
Section 7 Requiring Good Design  
Section 12 Conserving and Enhancing the Historic Environment
- 2.2 Development Plans  
  
South Gloucestershire Local Plan Core Strategy Adopted December 2013  
CS1 High Quality Design  
CS8 Improving Accessibility  
CS9 Managing the Environment and Heritage  
CS34 Rural Areas  
  
South Gloucestershire Local Plan (Adopted) January 2006 (saved policies)  
L1 Landscape  
L2 Cotswolds Area of Outstanding Natural Beauty  
L11 Archaeology  
L12 Conservation Areas  
L13 Listed Buildings

T12    Transportation  
H4     Development within Existing Residential Curtilages

- 2.3    Supplementary Planning Guidance  
South Gloucestershire Design Checklist (Adopted) August 2007  
Marshfield Conservation Area Advice Note (Approved) March 2004  
Residential Parking Standards SPD (Adopted) 2013

### 3.    **RELEVANT PLANNING HISTORY**

- 3.1    PK16/0670/LB      Conversion of a redundant stable to an office/garden room.  
Pending Consideration
- 3.2    PK15/1728/LB      Erection of two storey and single storey rear  
extension and conversion of coach house from store,  
including internal and external alterations, to form  
additional living accommodation, and installation of flue to  
coach house  
Approved with Conditions
- 3.3    PK15/1724/F        Erection of two storey and single storey rear  
extension and conversion of coach house from store,  
including internal and external alterations, to form  
additional living accommodation, and installation of flue to  
coach house  
Approved with Conditions
- 3.4    N2481/1              Conversion of Bank House to 2 dwellings and change  
of use of stable block to dwelling. Construction of access  
drive and erection of 4 garages, (comprising or including  
works for the alteration or extension of a Listed Building)  
Approved 16.12.1976
- 3.5    N2481                Conversion of existing house to 2 separate dwellings,  
stable block dwelling.  
Withdrawn 25.02.1976

### 4.    **CONSULTATION RESPONSES**

- 4.1    Marshfield Parish Council  
No objection.
- 4.2    Conservation Officer  
No objections subject to a number of conditions.
- 4.3    Tree Officer  
No objection subject to a condition that required the full submission of the  
specified works.

## **Other Representations**

### **4.4 Local Residents**

One comment has been submitted from an occupier of a nearby dwelling with regard to this proposal, this comment was largely in objection to the proposal, and as such has been summarised below:

- The proposal would have a negative impact on the nearby surrounding listed buildings, and also its lack of coherence with the extensive new build on site;
- The proposal's roof would disrupt the strong and coherent visual impact of the existing listed coach house and stable block;
- The subject building described as a stable block was in fact an outbuilding serving a general purpose;
- The proposal assumes the appearance and form of a small house, it would constitute the overdevelopment of the site;
- The height of the roof pitch would have a negative impact on the visual quality of the cluster of listed buildings within the curtilage forming the rears of 83 and 87 High Street;
- Furthermore, the sharp roof line would break the form of the wall that is an important feature of the gardens of 83 and 87 High Street. The garden was laid out in 1804 and still retains its original form.

## **5. ANALYSIS OF PROPOSAL**

### **5.1 Principle of Development**

Development within existing residential curtilages is broadly supported by saved policy H4 of the Local Plan subject to an assessment of design, amenity and transport. In addition, as the site is subject to heritage designations it must preserve the setting, architectural and historic interest of the property and the character and appearance of the conservation area to accord with saved policies L12 and L13 of the adopted Local Plan. Policy CS9 expects new development to ensure that heritage assets are conserved, respected and enhanced in a manner appropriate to their significance. The proposal is considered to comply with the principle of development.

### **5.2 Design and Impact on the Listed Building and Conservation Area**

The subject building dates from the late nineteenth century and due to its historic association with the grade II listed principal heritage asset, as a pre-1948 structure the building can be considered curtilage listed. The application site also lies within with setting of a number of other designated heritage assets and it located within the Marshfield Conservation Area.

The building is referred to as a former stables but its scale, siting and relationship with its existing neighbours (which includes the historic coach house) makes this assertion difficult to appreciate on site, but the Staffordshire blue stable pavements that form the building's floor does provide some basis for this view. The proposed scheme seeks to convert the building for ancillary residential use which will include the construction of a new pitched roof structure, as the building currently features a flat asbestos roof covering.



The applicant suggests that the building once had a dual pitched roof which at the point of failure in the 1970s, was replaced by the current asbestos sheet roof. Officers would concur with this view as a simple dual pitched roof would reflect a traditional and simple form of construction that would have been in keeping with the functional character of the building and its historic context.

Officers consider that due to the existing flat roofed structure and the difference in ground levels, the existing outbuilding is largely screened by the boundary wall. Views to the rear of the neighbouring property, together with shared views of the principal heritage assets, rear outbuildings and high boundary wall (separates nos. 83 and 87) cumulatively make a significant and positive contribution to the setting of no.83. With this in mind, it is clear that the host outbuilding subject to this application is a highly important feature within the character of the heritage assets within the area.

The proposal seeks to replace the existing flat roof with a dual pitched roof, a proposal that is acceptable in principle. Initially, officers expressed concern with regard to the scale of the proposed roof and its potentially obtrusive impact on the nearby heritage assets. After discussions and negotiations, the agent reduce the scale of the dual pitch roof, for example the angle of the roof was reduced to 33 degrees. The Conservation Officer considered this to be acceptable.

Another issue which caused officers concerns was the removal of the stable bricks, as such bricks are essentially the only evidence of the former use of the stables. In response to discussions, the agent amended the proposal in order to largely retain the stable bricks within the proposal.

It has been alleged that the proposed conversion will constitute the overdevelopment of the site. Officers do not agree with this suggestion. The proposed conversion does not introduce any further built form in terms of ground area, the works are essentially a new roof. The roof has been found to be acceptable in terms of scale, as such the proposal is considered to be the overdevelopment of the site.

Accordingly, the proposed conversion is considered to be acceptable with regard to its impact on the nearby heritage assets.

Officers note that the Conservation and Listed Building Officer's suggested conditions have not been imposed, the reason for this it that impact of the proposal on the stable's architectural and historical significance will also addressed within the application for listed building consent. As if planning permission is granted for this application, then the development could still not commence until listed building consent was permitted for the development. Accordingly, the conditions suggested by the Conservation and Listed Building Officer will be addressed within the application for listed building consent.

### 5.3 Residential Amenity

The proposal has an acceptable scale meaning it will not result in a material loss of light to any nearby occupier. As well as this, the proposal's scale means the development will not materially overbear on any nearby occupier. Further to

this, the proposal does not contain any windows that would result in a material loss of privacy to any nearby occupiers. Overall, the proposal would not materially prejudice the residential amenity of any nearby residents.

5.4 Parking and Highway Safety

The proposal does not propose any additional bedrooms at the application site, as well as this, the development does not intend to impact upon any parking area at the site. With this in mind, the development proposed is considered to have an acceptable impact on highway safety.

5.5 Trees

The proposal is within the vicinity of a number of trees, and the agent has stated that pruning will be required to facilitate the proposal. No specifications of such tree works have been submitted with this proposal, which is not surprising when the agent has also omitted the point that the trees would require pruning within the application form submitted. Accordingly, to ensure the adequate protection of the surrounding trees, officer will impose a condition should planning permission be submitted that requires the applicant to submit detailed specifications of tree works to the Council for approval.

5.6 Use of the Outbuilding

The outbuilding is proposed to be utilised as a garden room/office. The proposed ground floor includes a W.C., but no other details, as such it is difficult to determine whether the outbuilding will be utilised as an office or a garden room. Notwithstanding this, due to the scale of the building it is unlikely that the outbuilding could be used for any use that is not ancillary to the main residential dwelling.

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 South Gloucestershire Local Plan (Adopted) January 2006 and the South Gloucestershire Local Plan Core Strategy (Adopted) December 2013 set out above, and to all the relevant material considerations set out in the report.

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7. RECOMMENDATION

- 7.1 It is recommended that planning permission is **GRANTED** subject to the conditions listed below/on the decision notice.

Contact Officer: **Matthew Bunt**  
Tel. No. **01454 863131**

## **CONDITIONS**

1. The development hereby permitted shall be begun before the expiration of three 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).

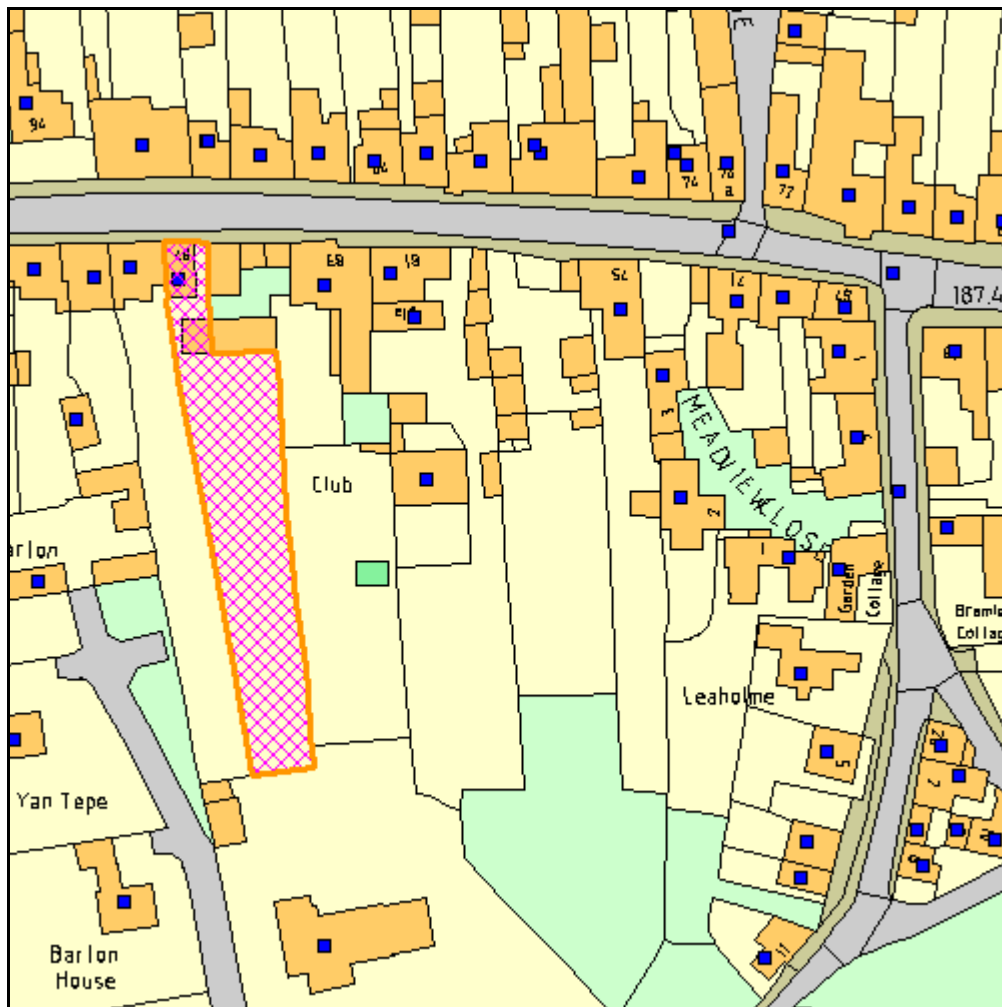
2. Prior to the commencement of any tree pruning in relation to the construction of the development permitted, a detailed tree pruning specification, that includes details of all works to the nearby trees required to facilitate the conversion, shall be submitted to the Local Planning Authority for assessment. The works shall then take place in strict accordance with the approved details.

### Reason

In the interests of the health of the nearby trees and also the amenity of application site, its context, and the wider Conservation Area; and to accord with Policy CS1 and CS9 of the South Gloucestershire Local Plan: Core Strategy (Adopted) December 2013; and Policy L1 and L12 of the South Gloucestershire Local Plan (Adopted) January 2006.

**CIRCULATED SCHEDULE NO. 22/16 – 3 JUNE 2016**

<b>App No.:</b>	PK16/0670/LB	<b>Applicant:</b>	Mr And Mrs Lines And Hollyer
<b>Site:</b>	87 High Street Marshfield Chippenham South Gloucestershire SN14 8LT	<b>Date Reg:</b>	16th February 2016
<b>Proposal:</b>	Conversion of a redundant stable to an office/garden room	<b>Parish:</b>	Marshfield Parish Council
<b>Map Ref:</b>	377730 173736	<b>Ward:</b>	Boyd Valley
<b>Application Category:</b>	Minor	<b>Target Date:</b>	11th April 2016



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N.T.S.

PK16/0670/LB

## **REASON FOR SUBMISSION TO THE CIRCULATED SCHEDULE**

This application has been submitted to the Council's circulated schedule procedure as comments received have been contrary to the Officer's recommendation.

### **1. THE PROPOSAL**

- 1.1 This application seeks listed building consent for the conversion of a redundant stable to an office/garden room. The aforementioned stable is within the residential curtilage of no. 87 High Street Marshfield.
- 1.2 The application site relates to a historic end of terrace property located in Marshfield. The property is a terraced cottage built in the mid 19<sup>th</sup> century, possibly remodelling of a 17<sup>th</sup> century house. The property is two storeys, with two bays, large pane sash windows in a plain stone surround. The property is Grade II listed which is located on the south side of the historic High Street of Marshfield. The application site is adjacent and opposite a number of listed buildings.
- 1.3 The site is located within the defined settlement boundary for Marshfield and within the Marshfield Conservation Area. Furthermore, the site is also within the Cotswolds Area of Outstanding Natural Beauty. No other statutory or non-statutory land use designations cover the site.
- 1.4 During the course of the application, amendments were made to the application in order to overcome concerns from the Conservation Officer.
- 1.5 This application is being determined in association with the supporting planning application PK16/0667/F.

### **2. POLICY CONTEXT**

- 2.1 National Guidance  
Planning (Listed Buildings and Conservation Areas) Act 1990  
NPPF National Planning Policy Framework March 2012  
PPG National Planning Proactive Guidance
- 2.2 Development Plans  
  
South Gloucestershire Local Plan Core Strategy Adopted December 2013  
CS1 High Quality Design  
CS9 Managing the Environment and Heritage  
  
South Gloucestershire Local Plan Adopted January 2006 (Saved Policies)  
L13 Listed Buildings

### **3. RELEVANT PLANNING HISTORY**

- 3.1 PK16/0667/F Conversion of a redundant stable to an office/garden room.  
Pending Consideration

- |     |              |   |
|-----|--------------|---|
| 3.2 | PK15/1728/LB | Erection of two storey and single storey rear extension and conversion of coach house from store, including internal and external alterations, to form additional living accommodation, and installation of flue to coach house<br>Approved with Conditions |
| 3.3 | PK15/1724/F  | Erection of two storey and single storey rear extension and conversion of coach house from store, including internal and external alterations, to form additional living accommodation, and installation of flue to coach house<br>Approved with Conditions |
| 3.4 | N2481/1      | Conversion of Bank House to 2 dwellings and change of use of stable block to dwelling. Construction of access drive and erection of 4 garages, (comprising or including works for the alteration or extension of a Listed Building)<br>Approved 16.12.1976  |
| 3.5 | N2481        | Conversion of existing house to 2 separate dwellings, stable block dwelling.<br>Withdrawn 25.02.1976  |

#### 4. **CONSULTATION RESPONSES**

- 4.1 Marshfield Parish Council  
None received.

Conservation and Listed Building Officer  
No objection subject to conditions.

Society for the Protection of Ancient Buildings  
None received.

Archaeology Officer  
None received.

Council for British Archaeology  
None received.

Georgian Group  
None received.

Twentieth Century Group  
None received.

Victoria Society  
None received.

Ancient Monuments Society  
None received.

## **Other Representations**

### **4.2 Local Residents**

Two comments have been submitted from an occupier of a nearby dwelling with regard to this proposal, there comments were largely in objection to the proposal, and as such have been summarised below:

- The proposal would have a negative impact on the nearby surrounding listed buildings, and also its lack of coherence with the extensive new build on site;
- The proposal's roof would disrupt the strong and coherent visual impact of the existing listed coach house and stable block;
- The subject building described as a stable block was in fact an outbuilding serving a general purpose;
- The proposal assumes the appearance and form of a small house, it would constitute the overdevelopment of the site;
- The height of the roof pitch would have a negative impact on the visual quality of the cluster of listed buildings within the curtilage forming the rears of 83 and 87 High Street;
- Furthermore, the sharp roof line would break the form of the wall that is an important feature of the gardens of 83 and 87 High Street. The garden was laid out in 1804 and still retains its original form;
- In response to revised plans:
  - o The Conservation Officer proposed that the pitch of the roof should be reduced from 45 degrees to 33 degrees. We should like to see this change shown clearly and specifically.

## **5. ANALYSIS OF PROPOSAL**

5.1 This application seeks Listed Building Consent for works to a grade II curtilage listed building.

### **5.2 Principle of Development**

This is an application for listed building consent. As such, the only consideration is what impact the proposed development would have on the special historic or architectural features of the property in accordance with Section 16(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990. Specifically, when considering whether to grant listed building consent for any works the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

### **5.3 Assessment of Impact on Heritage Assets**

The subject building dates from the late nineteenth century and due to its historic association with the grade II listed principal heritage asset, as a pre-1948 structure the building can be considered curtilage listed. The application site also lies within with setting of a number of other designated heritage assets and it located within the Marshfield Conservation Area.

- 5.4 The building is referred to as a former stables but its scale, siting and relationship with its existing neighbours (which includes the historic coach house) makes this assertion difficult to appreciate on site, but the Staffordshire blue stable pavements that form the building's floor does provide some basis for this view. The proposed scheme seeks to convert the building for ancillary residential use which will include the construction of a new pitched roof structure, as the building currently features a flat asbestos roof covering.
- 5.5 The applicant suggests that the building once had a dual pitched roof which at the point of failure in the 1970s, was replaced by the current asbestos sheet roof. Officers would concur with this view as a simple dual pitched roof would reflect a traditional and simple form of construction that would have been in keeping with the functional character of the building and its historic context.
- 5.6 Officers consider that due to the existing flat roofed structure and the difference in ground levels, the existing outbuilding is largely screened by the boundary wall. Views to the rear of the neighbouring property, together with shared views of the principal heritage assets, rear outbuildings and high boundary wall (separates nos. 83 and 87) cumulatively make a significant and positive contribution to the setting of no.83. With this in mind, it is clear that the host outbuilding subject to this application is a highly important feature within the character of the heritage assets within the area.
- 5.7 The proposal seeks to replace the existing flat roof with a dual pitched roof, a proposal that is acceptable in principle. Initially, officers expressed concern with regard to the scale of the proposed roof and its potentially obtrusive impact on the nearby heritage assets. After discussions and negotiations, the agent reduced the scale of the dual pitch roof, for example the angle of the roof was reduced to 33 degrees. The Conservation Officer considered this to be acceptable, subject to large scale details, such details will be secured through condition should listed building consent be granted.
- 5.8 Another issue which caused officers concerns was the removal of the stable bricks, as such bricks are essentially the only evidence of the former use of the stables. In response to discussions, the agent amended the proposal in order to retain the stable bricks within the proposal. This detail will be secured through condition should listed building consent be granted.
- 5.9 Further to this, details of internal works and fenestration are considered to be integral to the architectural and historic interest of the curtilage listed structure. As such, large scale details of such works will be secured through condition should listed building consent be granted.
- 5.10 It has been alleged that the proposed conversion will constitute the overdevelopment of the site. Officers do not agree with this suggestion. The proposed conversion does not introduce any further built form in terms of ground area, the works are essentially a new roof. The roof has been found to be acceptable in terms of scale, as such the proposal is considered to be the overdevelopment of the site.



- 5.11 With this in mind, the proposed development is considered to be acceptable with regard to the historical and architectural significance of the application site and its wider context of heritage assets.

## **6 CONCLUSION**

- 6.1 The recommendation to **approve** listed building consent has been taken in accordance with the Planning (Listed Buildings and Conservation Areas) Act 1990. Specifically with regard to Section 16(2) which requires Local Planning Authorities to determine applications with special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

## **7. RECOMMENDATION**

- 7.1 It is recommended that Listed Building Consent be **GRANTED** subject to the conditions listed below/on the decision notice.

**Contact Officer: Matthew Bunt**  
**Tel. No. 01454 863131**

### **CONDITIONS**

1. The works hereby permitted shall be begun before the expiration of three years from the date of the consent.

Reason

As required by Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) to avoid the accumulation of Listed Building Consents.

2. All new external rainwater and soil pipes shall be formed in cast metal and painted black.

Reason

To safeguard the special architectural and historic character of the building, and to accord with Section 16(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990

3. Prior to the commencement of relevant works, the detailed design of the following items shall be submitted and approved in writing by the local planning authority.
- Internal doors (including frames and furniture) and any other internal joinery
  - Any vents and flues
  - Roof structure

The details shall be submitted via elevation and section drawings at a scale of 1:10, and the development shall be completed strictly in accordance with the agreed details.

Reason

In light of the above details not being submitted at determination stage for consideration and approval, a pre-commencement condition is necessary in order to ensure that the works serve to preserve the architectural and historic interest of the

listed building, in accordance with section 16(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990, national guidance set out at the NPPF and Policy CS9 of the South Gloucestershire Local Plan: Core Strategy (Adopted December 2013).

4. Prior to the comment of the relevant works, details of the finish to the windows and external doors shall be submitted and approved in writing by the local planning authority. The development shall be completed strictly in accordance with the agreed details.

Reason

To safeguard the special architectural and historic character of the building, and to accord with Section 16(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990

5. Prior to the commencement of the relevant works, a sample of the roofing material proposed to be used shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason

To safeguard the special architectural and historic character of the building, and to accord with Section 16(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990

6. Prior to the commencement of the relevant works, a sample panel of walling of at least one metre square to demonstrate coursing, pointing, mortar colour and where applicable, treatment of corners, shall be erected on the site for the assessment of the Local Planning Authority. The development shall be completed strictly in accordance with the agreed details and the panel shall be retained on site until the completion of the development. For the avoidance of doubt, all stone to be used in the localised reconstruction is to be reclaimed.

Reason

To safeguard the special architectural and historic character of the building, and to accord with Section 16(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990

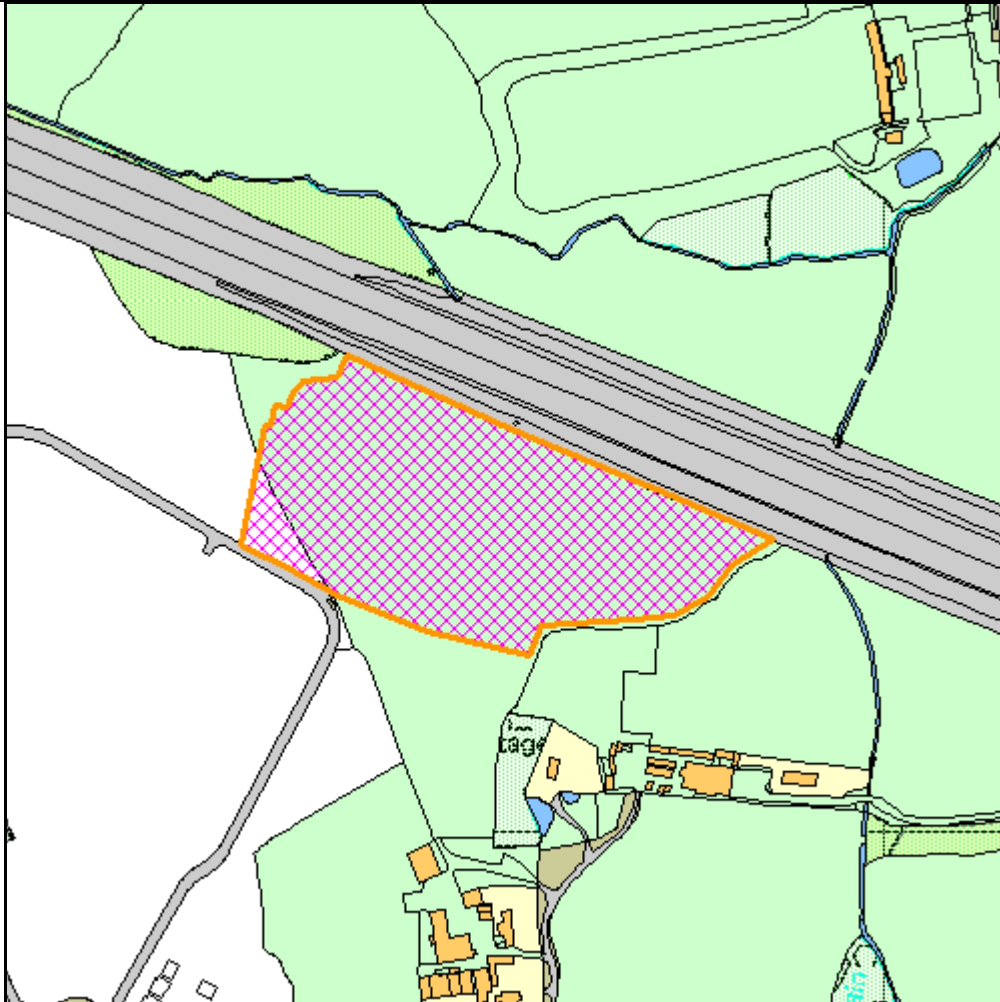
7. The existing blue stable paviours are to be retained and reused in the construction of the proposed new floor. Where new paviours are required due to missing or broken paviours, details of such replacement paviours shall be submitted to the Local Planning Authority for written approval. The development shall then be completed strictly in accordance with the approved details.

Reason

To safeguard the special architectural and historic character of the building, and to accord with Section 16(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990

**CIRCULATED SCHEDULE NO. 22/16 – 3 JUNE 2016**

<b>App No.:</b>	PK16/1047/RM	<b>Applicant:</b>	Stoford Properties Ltd
<b>Site:</b>	Commercial Land At Emersons Green Urban Village Emersons Green South Gloucestershire	<b>Date Reg:</b>	8th March 2016
<b>Proposal:</b>	Erection of a parcel delivery distribution facility (Use Class B8) providing 6,642sqm of floor space with details of appearance, landscaping, layout and scale with associated development. (Approval of Reserved Matters to be read in conjunction with Outline Planning Permission PK04/1965/O).	<b>Parish:</b>	Emersons Green Town Council
<b>Map Ref:</b>	366685 178355	<b>Ward:</b>	Westerleigh
<b>Application Category:</b>	Major	<b>Target Date:</b>	3rd June 2016



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 100023410, 2008. N.T.S. PK16/1047/RM

## **REASON FOR REPORTING TO CIRCULATED SCHEDULE**

This application appears on the circulated schedule because objections have been received from neighbouring occupiers which are contrary to the officers recommendation.

### **1. THE PROPOSAL**

- 1.1 This application seeks reserved matters consent for the erection of a parcel delivery and distribution facility (Use Class B8) providing 6,642 square metres of floor space with associated development. The reserved matters, which comprise appearance, landscaping, layout and scale should be read in conjunction with outline planning permission PK04/1965/O (subsequently been amended by PK15/4232/RVC) for an urban extension on 99 hectares of land including residential development of up to 2550 dwellings and up to 100,000m<sup>2</sup> of B1, B2, B8 and C1 employment floorspace. The outline consent included details of access to the site as a whole off the Rosary roundabout (A4174). The site has the benefit of an approved Detailed Masterplan and approved Design Code.
- 1.2 The proposal relates to approximately 3.75 hectares of land in the allocated employment parcel at the northern end of the Emersons Green East (EGE) urban extension, which is now in the third phase of development. The M4 motorway is located immediately adjoining the northern boundary and elevated above the site; vacant employment plots abut the east and west boundaries; residential parcels 12 and 16 are located to the south of the site on the opposite side of the spine road. Residential parcel 12 has reserved matters approval and the spine frontage of this parcel has been constructed and is largely occupied; no reserved matters have been submitted in respect of parcel 16 at this point. So far there has been just one other reserved matters approval for commercial development at EGE, which was an office building in the northwestern corner of the commercial area. Construction of this office building is well underway.
- 1.3 The proposed storage and distribution building consists of a warehouse with ancillary office elements. The warehouse has a rectangular footprint 140 metres by 41 metres with an apex of approximately 11 metres at ridge height. On-site parking comprises a total of 125 spaces for staff, visitors and customers, which is separate to a total of 160 van parking spaces and 16 HGV parking spaces for operational purposes within the service yard.
- 1.4 According to the applicant, the proposed development is expected to generate approximately 230 new jobs.
- 1.5 The site is located within the Emersons Green Enterprise Area, an area where significant employment growth was envisaged.
- 1.6 The applicant has submitted a statement of compliance, a transport report, an occupier travel plan and noise report in support of the application.

## **2. POLICY CONTEXT**

### **2.1 National Guidance**

National Planning Policy Framework March 2012

National Planning Practice Guidance

### **2.2 Development Plans**

South Gloucestershire Local Plan (Adopted) January 2006 (saved policies)

L1 Landscape Protection and Enhancement

L9 Species Protection

L11 Archaeology

L13 Listed Buildings

T7 Cycle Parking

T8 Parking Standards

T12 Transportation Development Control Policy

M2 Site 5 Major Mixed use Development at Emersons Green East

EP2 Flood Risk and Development

E3 Proposals for Employment Development within the Urban Area and Defined Settlement Boundaries

South Gloucestershire Local Plan Core Strategy Adopted December 2013

CS1 High Quality Design

CS2 Green Infrastructure

CS4a Presumption in Favour of Sustainable Development

CS8 Improving Accessibility

CS9 Managing the Environment and Heritage

CS29 Communities of the East Fringe of Bristol Urban Area

### **2.3 Supplementary Planning Guidance**

The South Gloucestershire Design Checklist SPD (adopted)

Waste Collection: Guidance for New Developers SPD (adopted)

## **3. RELEVANT PLANNING HISTORY**

- 3.1 PK04/1965/O - Urban extension on 99 hectares of land comprising of :- Residential development of up to 2550 dwellings; up to 100,000m<sup>2</sup> of B1, B2, B8 and C1 employment floorspace. Up to 2,450 m<sup>2</sup> of small scale A1, A2, A3, A4 and A5 uses. One, 2 - form entry primary school, a land reservation for a second 2 - form entry primary school and a land reservation for a secondary school. Community facilities including a community hall and cricket pavillion (Class D1) and health centre. Transportation infrastructure comprising connections to the Folly roundabout on Westerleigh Road and the Rosary roundabout on the Ring Road and the construction of the internal road network. A network of footways and cycleways. Structural landscaping. Formal and informal open space. Surface water attenuation areas. (Outline) with means of access to be determined. Approved 14th June 2013.
- 3.2 Development Control East Committee on 15<sup>th</sup> February 2013 approved the Detailed Masterplan associated with outline planning permission PK04/1965/O at Emersons Green East.

- 3.3 PK10/0473/F Construction of Multi Modal Interchange, Green Road and access to the A4174 Ring Road from Rosary Roundabout. Full planning permission granted 7<sup>th</sup> January 2013.
- 3.4 Environmental Impact Assessment was carried out for the Outline planning permission for this development and officers can confirm that the current RM application does not raise any issues that would call into question the EIA conclusions.
- 3.5 PK14/0727/RM - Construction of roads 4 and 5 (Approval of Reserved Matters to be read in conjunction with Outline Planning Permission PK04/1965/O), approval, 11/09/14.
- 3.6 PK14/2705/RVC, Variation of Condition 17 attached to approved application PK04/1965/O to increase the volume of Class B employment floorspace occupied prior to the construction of a 'tiger-tail' diverge at Junction 1 of the M32, from 3,000sqm to 15,000sqm, approval, 24/10/14.
- 3.7 PK14/4110/F (Parcel 12), Erection of 99 dwellings with garaging, parking, landscaping and associated works. (Reserved Matters to be read in conjunction with outline planning permission PK04/1965/O, approval, 31/03/15.
- 3.8 PK15/1404/RM (ALD Office Building), Erection of a three storey office building with appearance, landscaping, layout, scale and associated development including road infrastructure. (Approval of reserved matters to be read in conjunction with Outline planning permission PK04/1965/O), approval, 17/07/15.
- 3.9 PK15/4232/RVC, variation of condition relating to trigger for construction of Tiger Tail on M32 attached to approved outline application, approval, 09/05/16.

#### **4. CONSULTATION RESPONSES**

- 4.1 Emersons Green Town Council  
No objection; however, Members would like to echo the South Gloucestershire Transport Officer comments regarding the Travel Plan.
- 4.2 SGC Highway Structure Officer  
If the application includes a boundary wall alongside the public highway or open space land then the responsibility for maintenance for this structure will fall to the property owner.
- 4.3 SGC Ecological Officer  
All responses and comments relating to the outline application (PK04/1965/O) should also apply to this reserved matters application.
- 4.4 Wessex Water  
We have no further detailed comments to make on the reserved matters applications.
- 4.5 SGC Archaeology Officer  
No objections

4.6 SGC Conservation Officer

No objections

4.7 SGC Crime Prevention Officer

No objection subject to the following comments:

The applicant is strongly advised to ensure the area around the fuel supply is covered by some form of formal surveillance either guarding, alarms or CCTV; Glazed curtain walling must meet appropriate security standards.

4.8 Highways England

No objection

4.9 SGC Drainage Officer

The submitted surface water drainage details are acceptable. In response to the EA comments on 16<sup>th</sup> May 2016 regarding the condition of the culverts the LLFA require the current condition of the culverts to be confirmed. The developer should consult them and request permission to carry out a CCTV survey to establish the current condition of the culverts.

4.10 SGC Public Arts Officer

No comment

4.11 Environment Agency

No objection subject to conditions.

4.12 SGC Environmental Protection Officer

I have reviewed the information received since our discussions. I am reasonably reassured by the HGV movement predictions. Based on the information provided within the NIA, the predicted noise levels at the proposed residential properties are not likely to cause adverse impact on the neighbourhood.

To ensure there is no adverse impact I would suggest that the plant and equipment condition be included on any decision as follows:

*Noise from plant & equipment affecting proposed residential*

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

Further, I suggest that the acoustic fence as detailed is erected prior to the use commences and that other recommendations within the noise impact assessment, including the white noise reversing alarms are used from the commencement of the use.

4.13 SGC Economic Development Officer

We strongly support this application. The proposed development would result in the safeguarding of 70 full time jobs within the West of England region. The

proposal would also generate a further 60 new full time jobs, with a view to creating another 120 new full time jobs over 3 years.

4.14 SGC Landscape Officer

Some progress has been made with the scheme design, increased planting to the motorway boundary is now sufficient to provide the minimum scale of planting necessary to this scale of building. The scheme now incorporates an improved alignment for the noise attenuation fence to the front of the site and improvements to the tree planting design for this spine road frontage.

Details are required for:

- The fence with brick piers;
- Cross sections through the screen mound;
- Details of the 'feature' to the top of the road junction;
- Tree pit details for planting in the car park;
- Levels and cross sections of the car park and attenuation basins.

4.15 SGC Lighting Engineer

Isolux contours do not indicate that significant light pollution would affect plot 3. I note the use of 8m high columns opposed to the previously proposed 12m columns, I've got no objections on this matter. HA should be consulted given the proximity to the M4 motorway. Spine road and obtrusive light towards it seem to be fine. ULR calculation is fine, I can confirm that the submitted result (2.14%) complies with both E2 and E3 Environmental Zone. Source intensity/light trespass/building luminance calculations were not carried out so I cannot comment on these at the moment.

4.16 SGC Transportation DC Officer

There is no highway objection to this application subject to a condition to ensure the Travel Plan submitted is implemented.

4.17 SGC Urban Design Officer

Objection – the scheme fails to comply with design codes and master plan. Accordingly, the acceptability of the scheme relies almost entirely on the appropriateness and effectiveness of the landscape scheme (to screen the proposal) and sustainability credentials.

**Other Representations**

4.18 Local Residents

Eight letters of objection have been received from neighbouring occupiers. The following is a summary of the reasons given for objecting:

- Disturbance to residents through lorry movements;
- Vans and lorries leaving the depot early in the morning will disrupt peoples sleep;
- 24 hour operation will cause significant negative impact on residents lives;
- HGV and transit vans will not provide a healthy or safe environment for children to play outside;



- 24 hour operation with HGVs arriving throughout the night, the reversing alarm and metal doors opening would cause significant noise pollution to residents;
- Insufficient resident consultation;
- Vast increase in vehicular movements, particularly large vehicles, at all hours would harm amenity;
- Proposed lighting scheme would also disturb nearby residents in terms of number, position and scale;
- Proposed building is excessively large and bulky, will be incongruous in appearance, and would not have any relationship to the nearby roads and footpaths;
- Increase in heavy goods vehicles and vans through the day and night will present a safety risk to a residential road;
- Will change the feel of what is residential to industrial/commercial;
- Excessively large building that is significantly different to the masterplan for the area;
- Building would not deliver on the original concept of a landmark building;
- Noise at junction from vehicles stopping and starting will disturb families;
- A limit of 8am – 7pm should be applied to the business;
- It is disappointing that many of the Council's comments and pre-app work has largely been ignored by DPD.

## **5. ANALYSIS OF PROPOSAL**

### **5.1 Principle of Development**

The principle of the development has been established with the approval of outline planning permission under application PK14/2705/RVC, which covers a substantial part of the Emersons Green East (EGE) development, allocated by saved policy M2 in the South Gloucestershire Local Plan (adopted) January 2006. The outline planning permission reserved all matters for future consideration, except the means of access off the Rosary roundabout, which has been approved in detail.

5.2 The outline consent permits B8 storage and distribution uses in this location and the consent contains no conditions that restrict the scale of such individual uses. It is therefore considered that the principle of the proposed scale and use of the development in this location is acceptable.

5.3 The main relevant conditions attached to the outline consent (PK15/4232/RVC) for commercial development in Emersons Green East are a restriction on gross employment floor space to no more than 100,000 square metres, a trigger for highway improvements at Junction 1 of the M32 before more than 7,538 square metres of B1 employment floor space or a total of 25,698 square metres of gross of Class B employment floor space is brought into use, the submission and approval of specific occupier travel plans prior to the first occupation of commercial buildings, compliance with the principles and parameters in the EGE Design and Access Statement, the approved masterplan and design code, and restriction on noise emitted from plant and machinery at any industrial and commercial development. The cumulative B1 floor area that would be created by the proposal along with the office building that has

approval (PK15/1404/RM) is approximately 4439 square metres, resulting in a total B Class floor space of 10253 square metres; and an occupier travel plan specific to the proposed use has been submitted in support of the proposal. In terms of compliance with principles and parameters already established, the applicant has submitted a compliance statement which sets out that the majority are complied with. Although the Urban Design Officer has stated that the scheme does not comply with the masterplan, the masterplan indicates a variety of scale and siting of employment buildings to the north of the spine road. Some are set well back from the road behind landscape screens and service yards. Although larger, the proposal is not considered to represent a significant deviation from the indicative masterplan. The extent that the proposal accords with the design code will be considered further under 'Urban Design'. It is not considered that there is conflict with any conditions in outline consent PK15/4232/RVC provided the noise condition is not exceeded. This is considered further under 'residential amenity'.

Policy CS29 of the adopted Local Plan Core Strategy 2013 seeks to promote economic development in the Bristol East fringe setting out in criteria 3 the Council's vision for the east fringe to maximise job opportunities in the local area. The proposal would provide approximately 230 new jobs and would be likely to facilitate the creation of more jobs further afield. It is therefore considered that the proposal would promote economic development in the local area in accordance with the vision for the East fringe in Policy CS29. The Council's Economic Development Officer supports the proposal, advising that the development would safeguard 70 full time jobs within the West of England region and generate a further 60 new full time jobs, with the potential for another 120 new full time jobs to be created over 3 years.

#### 5.4 Flood Risk

Environment Agency flood maps originally showed that the application site was located in Flood Zone 1; however, subsequent modelling has been carried out on the Folly Brook and its tributaries, which demonstrate that part of the site is within Flood Zone 3 (1 in 100 year +climate change floodplain). The modelling has been submitted to the EA as a Flood Map Challenge (FMC) which was accepted in September 2011. Revised modelling completed in May 2015 has subsequently confirmed the extent of the floodplain. The Environment Agency have confirmed that part of the site is within Flood Zones 2 and 3.

- 5.5 Guidance in the NPPF and NPPG is that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas with highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. The approach advocated in the NPPF is the submission of Strategic Flood Risk Assessments to support proposals, and for the application of Sequential and, if necessary, Exception tests to steer development to areas with the lowest probability of flooding.
- 5.6 Although the Emersons Green East site is a strategic allocation and has therefore, already been subjected to the sequential test, the most up-to-date flood modelling information, which indicates that the site is at risk from flooding, is a material consideration. The applicant has therefore, submitted a Sequential Test Report and a Strategic Flood Risk Assessment in support of the proposal.

## 5.7 Sequential Test

An appraisal undertaken by BNP Paribas Real Estate of existing building and employment land availability forms the basis of the Sequential Assessment Report (SAR) submitted. In terms of existing building availability, the appraisal states that any buildings that do exist are simply too small, too large or on incorrectly configured sites to meet the operational needs of the business, and the cost of demolition/remodelling renders the project unviable. The report also states that there are often issues securing the freehold interest on existing buildings such that noticeable conversions and redevelopments would not be permitted under the terms of a lease. The SAR highlights that options in Portbury and Avonmouth, whilst cheaper from a cost perspective, are not suitable from a geographical perspective, and therefore, have been dismissed.

5.8 In terms of employment land availability suited to a new build scheme, the appraisal lists six potential employment sites in Yate, Filton and Avonmouth. The site at Yate is discounted due to there being restrictions on the size of units permitted on the land, whilst sites at Avonmouth are discounted due to them being in the wrong geographical location (given the nature of the business, suitable locations are driven by post code data analysis using computer modelling). Several major redevelopment sites in North Bristol, whilst in a good geographical location for the business, are appraised as being unviable due to timescale and deliverability issues.

5.9 The appraisal states that the business has outgrown its existing premises in Bristol, and to allow the business to grow and remain viable, it needs to move to a new location. Bristol is experiencing a shortage of industrial stock due to developers not building out during the recession, nor are they now speculatively building; therefore, no sites of suitable size are available in Bristol.

5.10 It is considered that there are clear constraints to finding an appropriate building/location such as the applicants requirements are for a bespoke building to ensure that it functions well for the needs of the business; the large scale storage and distribution nature of the business, where convenient access to strategic road networks is a requirement; and the fact that suitable locations for the business, given its delivery nature, are driven by postcode data analysis using computer modelling, and many potential sites, such as those in Avonmouth/Sevenside, are simply in the wrong geographical location to be viable.

5.11 In addition, when considering prospective locations in Avonmouth/Sevenside, where storage and distribution uses are advocated in the Local Plan weight must be given to the fact that these areas are also within Flood Zone 3 and are at a high risk of coastal flooding from the River Severn. Accordingly, these locations would not provide any material betterment with regards to flood risk.

5.12 A number of different layout options have been considered, but due to the large building footprint and service/parking areas required to meet the operational business needs, and the constraints of the site such as its shape, proximity to residential properties, and the location of a water pipe easement, it is not possible for flood risk areas to be entirely avoided.

- 5.13 After carefully considering the information submitted, it is considered that the proposal passes the Sequential Test.
- 5.14 **Flood Risk Assessment**  
A FRA has been submitted which has identified the risks from flooding and measures to reduce the identified risks. The Environment Agency initially objected to the proposed development on the basis that the hydraulic modelling used to support the FRA did not accurately reflect the flood risk to the site. The Environment Agency also requested an investigation of two culverts under the M4 to ensure that the system is functioning as modelled. Following additional information submitted to support the application, including comparison compensatory flood storage volume calculations and photos of the entrances to the two culverts under the M4 near the site, the EA have withdrawn their objection.
- 5.15 The FRA sets out that to mitigate risks from flooding during extreme events, available ground to the north and east of the site can be lowered to provide 1286m<sup>3</sup> of flood compensation storage within the site, which would provide significantly greater capacity to deal with the calculated 727m<sup>3</sup> of flood water that would encroach into the site in a flood event. Finished Floor Levels (FFL's) will also be set to a minimum of 50.8m AOD, which is above the adjacent 1 in 100 year + climate change flood level, and also above the 1 in 1000 year flood level of 50m AOD. The service yard will be set at 300mm above the 1 in 100year + climate change flood level at a minimum of 49.91 AOD. Given the section plan submitted, officers are satisfied that the proposed alterations to levels at the site, in conjunction with mitigation measures proposed, would not bring about any significant adverse visual amenity issues. The site access to the far northwest of the site would be unaffected during any flood event; therefore, safe access and egress would be provided.
- 5.16 A condition has been attached to ensure that the final landscape/external works arrangement provides the required flood storage volume. The EA have commented that some compensatory flood storage is proposed outside the boundary of the site and has queried whether any legal agreements will be required to allow the works to go ahead. However, only 103.785m<sup>3</sup> compensatory storage is proposed outside the boundary of the site; the majority of the flood compensation (1208.785m<sup>3</sup>) is proposed within the site boundary, which would adequately deal with the identified risks from flooding. A condition/legal agreement on this basis is therefore, not considered necessary.
- 5.17 The EA and the LLFA have requested that the current condition of two culverts under the M4 be investigated and for maintenance/repair works to be undertaken if required. However, the culverts are within the jurisdiction of Highways England and are located outside the application site; therefore, a Grampian condition for these works to be undertaken is considered unreasonable as there is no guarantee that third party approval would be given. A modelling scenario where the M4 motorway culverts are blocked has been undertaken and this demonstrates that there would be little or no impact on the development, and that the development would remain above the modelled flood levels without increase to flood risk upstream or downstream. Accordingly, the maintenance of the culverts is the responsibility of Highway

England, and in a scenario where the M4 culverts become blocked, there would not be a significant adverse effect in terms of flood risk.

5.18 The proposed storage and distribution use is classed as being 'less vulnerable' to flooding within the NPPF and a use that is compatible within areas where there is a high risk of flooding (Flood Zone 3). Accordingly, given the FRA submission includes flood mitigation measures to reduce risks from flooding, and the Environment Agency have subsequently raised no objections to the proposal, it is considered that the development would not be at significant risk from flooding or increase the risk of flooding elsewhere.

5.19 Information relating to surface water drainage requested by the Council's Drainage Officer, including drainage calculations to show there is no flooding on site in storm events, as well as details of overland flood flow routes if flooding occurs and the likely depths of flooding has been submitted to the LPA and is considered acceptable. Accordingly, there are no drainage objections to the proposal subject to conditions in relation to details of the flood compensatory storage, and for the development to be carried out in accordance with the submitted FRA.

#### 5.20 Urban Design

In accordance with the Design and Access Statement approved at outline stage, the approved design code seeks to deliver a series of three distinct character areas – southern, northern and central, each of which contains sub areas of Spine, Core and Edge. The idea is to provide continuity and consistency in some elements within the character areas and within the sub areas, with the aim of creating a development that is harmonious yet legible and varied.

#### 5.21 Parameter Plans

The approved parameter plans show the site falling within an area of employment development where up to four storey buildings are permitted. The proposal, with a height of 11 metres (approx.) at ridge height, complies with this parameter.

#### 5.22 Architectural Style and Appearance

The design code specifies that the style of commercial buildings should be contemporary and respond to the residential buildings to the south. It states that detailed design should ensure that all elevations address the streets and are active; and that entrances and corners should be carefully considered and planned to relate to street intersections and vistas.

5.23 The building proposed does not provide an active frontage to the street, and clearly does not fully accord with the design code. However, this is due to the fact that it is a distribution warehouse and is required to be functional for use. The design code relates to the appearance of commercial office buildings where there are opportunities for creative architecture; however, there is no reference to the treatment of storage and distribution buildings, yet such uses are permitted by the outline consent. The building does comprise an ancillary office element, and officers considered that there may be an opportunity to relocate this from the northwestern corner to the southeast corner to provide

- some active frontage to the street, and provide a focal point to address a key view to the south where a landmark building is specified in the design code. The developer has not however acceded to this request.
- 5.24 Given the scale and nature of the building, the approach taken by the developer to try to entirely screen it from views from the street through landscaping is reasonable; however, its success is entirely dependent on the quality of the landscape design, which is considered below in par 5.28-5.33.
- 5.25 **Sustainability**  
Officers consider that the large expanse of roofing would provide an excellent opportunity to generate renewable energy through the use of solar PV. The developer has not acceded to officer's request to incorporate solar pv but the architect has confirmed that photovoltaic panels could be implemented on the roof of the building should they be required at any stage in the future. Conditions in the original outline application require reserved matters development to achieve a minimum 'Very Good' rating under the relevant Building Research Establishment Environmental Assessment Method (BREEAM) for all building types other than dwellings. The developer has confirmed that it is anticipated that the proposal will achieve BREEAM 'Very Good' standards as required by the condition.
- 5.26 **Waste**  
A waste compound is proposed within the service yard to the north of the building measuring 6 metres by 12 metres, which will provide adequate capacity for the storage of commercial bins. There is adequate room for refuse vehicles to manoeuvre within the service yard.
- 5.27 **Security**  
The Crime Prevention Officer has raised no objections to the proposal but has stated that the glazed curtain walling must meet appropriate security standards. A condition is attached on this basis. The officer has also advised the use of formal surveillance around the fuel supply. However, given the 24 hour nature of the development, it is considered likely that the service yard would be surveilled at most times. An informative note recommending the use of formal surveillance for this area is appropriate.
- 5.28 **Landscaping**  
The main landscaping issues were the fact that no screen planting was originally proposed to the north of the site to screen views of the building and yard from the motorway and the green belt to the north and east of the site. Accordingly, along with the height of floodlighting proposed (12 metres), officers considered that there would be a significant adverse impact on the wider landscape.
- 5.29 In addition, there were concerns relating to the appearance of the acoustic fence, which had an awkward and unattractive appearance due to the many right angles designed into the fence line. A smooth flowing fence line along the frontage carefully blended with the earth mounding was required.

- 5.30 There was also a lack of detail regarding the treatment of the head of the square, which would be prominent from views from the spine road to the south; and it was also considered that the tree planting along the main road frontage lacked scale and variety. An electricity sub-station would also have been an unwelcome prominent feature within the landscaped area.
- 5.31 Following confirmation from the EA that they would not object to planting within flood alleviation areas, revised plans have been submitted, which propose tree planting of Oak, Alder, Maple, willow and a wet woodland mix to the northern and eastern edges of the site. A condition is required to ensure that the maintenance arrangements for the flood alleviation areas are agreed with the LPA to ensure that they remain functional. The developer has stated that any planting within the service yard is not acceptable due to the operational requirements of the business. Notwithstanding this, officers are satisfied that the planting to the north and east of the site would provide adequate screening of views from the motorway and beyond of the building and service yard.
- 5.32 Revised plans have also improved the design of the landscape strip to the south of the site adjacent to the spine road. A smoother alignment of the acoustic fence has been achieved, which would have a far less contrived appearance to the original design. The electricity substation has been removed from the landscape strip and has been re-located to the north of the site where it would be less prominent. The tree planting has also been improved to the spine frontage, as has the quality of the boundary treatment in the southwest corner of the site, which would be more open to views from the surrounding area. Fencing between brick piers is proposed in this location, with a suggestion that the piers would be constructed of locally derived sandstone. Further clarification has been provided of the area north of the spine junction. Revised plans indicate an improved planting mix to this location in accordance with officers recommendation, a hard surface comprising 450x450mm locally derived sandstone with 300mm wide granite setts to the edge, and three stainless steel and hardwood timber benches.
- 5.33 The revised plans submitted have significantly improved the landscape design; it is considered that it would now provide adequate mitigation of views of the building and service yard such that there would not be a significant adverse effect on the visual amenity of the area.
- 5.34 Residential Amenity  
Residential properties are located on the southern side of the spine road at a distance of approximately 48 metres from the warehouse element of the proposal. Concerns have been raised by neighbouring occupiers; given the nature of the business, and the requirement for a 24 hour use, careful consideration is required with regards to the effect on residential occupiers through noise and disturbance. Notwithstanding this, when considering the impact of the development on residential occupiers, a significant material consideration is that the outline consent allows for unfettered B1, B2 and B8 uses at the employment site. The outline consent sets no restrictions in terms of the size of individual buildings, the proximity to neighbouring occupiers, the size or type of commercial vehicles, or the hours of operation. Moreover, the approved masterplan indicates a number of large warehouse type buildings

accessed off the spine road and located opposite residential properties; the proposal would be similar to the masterplan in this respect. Accordingly, although matters relating to residential amenity are still a material consideration under this application, as scale and layout are to be considered, significant weight is given to the extant and unfettered outline consent and masterplan. The proposal is accessed off a road, which extends from the spine road to the rear of the building, and this is considered an improvement over the masterplan which shows buildings being accessed directly off the spine road. The proposed layout would avoid commercial vehicles having to drive past a large number of properties which front the spine road.

5.35 Noise/Disturbance

A Noise Impact Assessment (NIA) has been submitted in support of the proposal.

5.36 In terms of noise mitigation measures, the NIA sets out that the warehouse proposed would have dedicated access doors for loading of delivery vans on the southern and northern elevations; and dock levellers for HGV delivery vehicles located on the western and eastern elevations. It is proposed that a landscape strip between the warehouse and the spine road to the south would incorporate an earth bund approximately 1.5 metres above road level with a solid barrier fence of 1.8 – 2 metres in height at the apex of the bund. This would prevent a line of sight to the loading area on the southern side of the warehouse from 2<sup>nd</sup> floor windows of dwellings. In addition to this, 2 metre high barrier fencing would be provided to the south west and south east corners of the building to provide further screening of the yard and loading bays from residential development.

5.37 The report sets out that the potential noise generated from the site would be from delivery vans and HGV movements and from the operation of building services plant. In terms of noise from delivery van movements, measurements were taken at a similar warehouse development to establish typical noise activity levels, whilst available measurement data was used to establish typical noise activity levels for low speed HGV movements.

5.38 The report calculates, using available noise data for HGV movements and the distance to the closest residential development that sound levels would be significantly below ambient sound levels generated by the motorway. In addition to this, the report sets out that actual sound levels at the dwellings would be further reduced by specific screening measures proposed and the fact that HGV movement would be intermittent rather than continuous given the small number of HGV dock loaders. Although deliveries may vary on a day to day basis, the applicant has confirmed that there will be 5 HGV arrivals per day on average (over 24 hours). Officers are aware that this is an indicative figure only and accept that, in the worse case scenario, the number of HGV trips may sometimes be higher. A condition to restrict numbers of HGV movements is not considered reasonable or enforceable, and would not pass the tests for applying conditions. However, it is considered that the number of HGV movements would be constrained by the relatively small number of HGV dock loaders proposed (11). Accordingly, no objections are raised on this basis.



- 5.39 In terms of delivery vans, the report states that the location where there is the potential for the biggest impact on residential occupiers is on the southern side of the building. However, it states that the southern delivery van loading area would be fully screened from dwellings by the proposed bund and acoustic fence, which would result in sound levels being some 28db at the nearest 2<sup>nd</sup> floor residential windows, which is more than 30db below typical night time ambient sounds levels generated by the motorway.
- 5.40 According to the NIA, the most common rating for reversing alarms is 96-98db; however, the report uses a higher rated alarm (102db) when calculating noise impacts on residential occupiers. The report states that given the distance to residential properties, the relatively short time that vehicles would be reversing, and based on six vehicle reverses occurring in any 15 minute period, that noise levels would be more than 20db below the lowest night time background level. Consideration has been given to the Council's Environmental Health Officer's request for white noise reversing alarms to be used; however, this is not a recommendation set out in the NIA. The NIA instead sets out that even using alarms rated 102db, noise levels would be more than 20db below the lowest night time background level. The business also employs contractors who would use their own vehicles for deliveries; therefore, specifying a particular type of reversing alarm to be used would be impractical given the nature of the business. The NIA sets out that the most common rating for reversing alarms is SWL96-98db, with one supplier also offering a unit rated at SWL 102db. The applicant has confirmed that the type of reversing alarms used will accord with information in the NIA; therefore, a condition to restrict the reversing alarms used to SWL 102db is considered to be reasonable and necessary.
- 5.41 Although plant types have not yet been chosen, the report states that its noise levels should not exceed 61db at daytime and 48 db at night time to achieve a low impact at the nearest residential properties. A condition is required for details of any plant and machinery to be agreed by the Local Planning Authority.
- 5.42 The NIA places a great deal of emphasis on existing background noise levels from the adjacent M4 motorway in determining the level of impact on residential properties. Officers therefore, considered that it was important to understand whether the impact would change if the proposed building were erected, as it would likely attenuate background noise from the M4.
- 5.43 The applicant's acoustic consultants have subsequently reviewed the potential screening effect of the proposed warehouse building. They have calculated that the proposed building would provide a total of 5db attenuation from background noise from the motorway; therefore, the lowest background noise level at night could reduce to 46db. This would only occur at positions towards the centre of the warehouse building and attenuation would be less for dwellings located away from this centre position. The building proposed would also likely provide less attenuation of motorway noise to upper floor windows of properties as these would be at a similar height to the warehouse roof. The consultants conclude that even allowing for a reduced night time background level, the calculated vehicle and alarm sound levels would still be more than 15db below background levels. Officers are aware that details of an acoustic fence to the

M4 motorway have been submitted in relation to condition 22 of the outline consent. The proposed acoustic fence to the M4 is proposed to finish adjacent to the northwestern corner of the site; and whilst separate to this application, officers are satisfied that an adequate siting of the acoustic fence could still be achieved if the application site were developed.

- 5.44 Officers also queried the section plan referred to in the NIA, which shows residential properties being set back 10 metres from the edge of the spine road when they are actually closer. The NIA has been updated accordingly and demonstrates that by increasing the acoustic fence height to 2 metres there would be no line of sight from properties to the rear loading areas. The objection made in relation to the requirement for a time restriction of operations from 8am to 7pm restriction is noted. However, due to the nature of the business, it is not possible to restrict the hours of operation. Officers have fully taken into account the 24 hour operation in their assessment of the impacts and consider that accounting for the proposed significant mitigation measures and the economic development benefits of the scheme, the proposal is considered to be acceptable in terms of noise impact.

5.45 Natural light/Privacy/Outlook Issues

The proposed building is located approximately 48 metres from residential properties on the southern side of the spine road. Taking into consideration the 11 metre height of the building at the apex, and its location north of residential properties it is not considered that there will be a significant adverse effect on residential occupiers to the south in terms of loss of natural light or privacy.

- 5.46 Although the building is not significantly high, it is long and would present an elevation of utilitarian appearance to residential occupiers opposite. The proposed building would however, be located behind a raised bund, and this, as well as planting on top of the bund would help to screen and soften views of the building from residential development to the south. Accordingly, given the level of separation between the residential development and the proposed building (48 metres approx.), it is not considered that there would be a significant adverse effect on the outlook of residential occupiers to the south. When considering impacts in terms of privacy, natural light and outlook, weight is given to the fact that the approved EGE Design Code permits a maximum height of 4 storey buildings in the commercial area; and the proposed building at 11 metres in height is significantly lower than the maximum height of buildings permitted in principle in this location. Moreover, the approved EGE masterplan envisages residential development directly facing large employment buildings on the opposite side of the spine road.

5.47 Light Spill

An External Lighting Layout Plan has been submitted which identifies the type and height of illumination proposed around the site. The plan identifies that light spill from the site will be minimal and that there would be no significant adverse effect on residential occupiers to the south. The Council's Lighting Engineer has raised no objections regarding the effect that the proposed lighting would have on residential properties nearby. Details have been requested in respect of source intensity, light trespass into windows and building luminance (cd/m<sup>2</sup>) and a conditioned is attached accordingly.

- 5.48 The proposed development would introduce a large storage and distribution warehouse opposite existing residential development, and the scale and nature of the use is such that occupiers would be affected by noise and disruption. However, it is considered that given the level of separation, existing background noise from the M4 motorway, and mitigation measures proposed to attenuate noise, the effects would not cause significant adverse harm. When considering this, weight is given to the NIA submitted, the fact that the Council's Environmental Protection Officer has raised no objections to the proposal, and the extant unfettered outline consent, which allows for the proposed use.
- 5.49 Transportation  
A Transport Report (TR) and Occupier Travel Plan (OTP) both prepared by Key Transport Consultants Ltd have been submitted in support of the proposal.
- 5.50 Parking  
On-site parking is proposed in two separate areas. 105 car parking spaces are provided for staff, visitors and customers in the northwestern corner of the site and is separated from the main operational yard by palisade fencing and gates. A service yard surrounding the building caters for vehicular movements within the site and provides parking for 160 vans and 16 HGVs, which are an operational requirement ancillary to the proposed use.
- 5.51 Parking standards for storage and distribution buildings are set out in policy T8 of the South Gloucestershire Local Plan (adopted) January 2006, and these are based on maximum standards. The purpose of the policy is to encourage non-private car modes of travel in sustainable locations. For B1 office a maximum of 1 space per 35m<sup>2</sup> is permitted, and for B8 storage and distribution a maximum of 1 space per 200m<sup>2</sup> is permitted. Accordingly the proposed 105no. car parking spaces is significantly higher than the policy compliant parking provision of 46 car parking spaces.
- 5.52 Notwithstanding this, the Transport Report states that the proposed development requires a significantly higher number of parking spaces than a normal B8 use given the nature of the operation, including the higher numbers of staff employed and the pattern of shifts, as set out in the TR; the fact that staff would need to arrive or depart at times when there is limited or no public transport provision; and the allowance for customer visits. The TR contains a table which sets out the number of people assumed to be on site at any one time during the period of peak activity and potentially generating the need for car parking spaces. The total shown excludes van owners/drivers as they would arrive at the site in their own vans and would park in the operational van parking spaces proposed. The number of people generating potential parking demand is high between 7am and 7pm at 131, and reaches a peak between 9am to 10am at 167. The TR assumes that 60% of people would choose to drive themselves to work; therefore, the likely peak parking demand is for some 100 car parking spaces, and after allowing for 5 disabled spaces, a total of 105 spaces is reached.
- 5.53 The TR states that with a total of 167 staff likely to be employed at peak times the proposal has an employment density more akin to a B2 (General Industry)

use. The Highway Authority agree with this reasoning and raise no objections to the higher level of parking proposed.

- 5.54 Cycle parking for 30 bicycles is proposed in cycle shelters within close proximity to the main building entrance, which far exceeds the minimum standard set out in policy T7. A detailed Occupier Travel Plan has been submitted, which provides a number of measures to encourage employees to walk/cycle into work, use public transport and car share. It also details targets, a five year monitoring period and a process for review. The Council's Transportation Officer has raised no objections to the Occupier Travel Plan submitted subject to a condition to ensure that it is implemented accordingly.
- 5.55 Supporting text under policy T8 (Maximum Parking Standards) states that car parking standards will be applied as maximum standards unless the applicant can satisfactorily demonstrate (where appropriate through a Transport Assessment) that a higher level of parking is needed. It is considered that the Transport Report has demonstrated that due to the number of employees that will be on site, a level of car parking in excess of the maximum car parking standards is required. It is considered that it has also been demonstrated through the submission of a detailed Occupier Travel Plan and provision of cycle parking far in excess of minimum standard that the applicant is taking sufficient measures to try to reduce the need for parking.
- 5.56 Access/Traffic Flows  
Concerns have been raised by neighbouring occupiers on the basis that the proposed development would result in a significant increase in vehicular movements, including HGVs, along the spine road, which would generate noise and pollution, and create an unhealthy and unsafe environment. The concerns raised by neighbouring occupiers are noted, as is the fact that the business is required to operate on a 24 hour basis. The applicant has confirmed that there will be 5 HGV arrivals per day on average (over 24 hours). However, as the TR submitted highlights, the proposed B1/B8 floorspace of 6,391m<sup>2</sup> falls well within the total permitted 100,000m<sup>2</sup> of B1, B2, B8 and C1 employment floor space at the Emersons Green East site. Significant weight is given to the fact that it was envisaged and accepted in principle at outline stage that through careful design of the spine road and restricting vehicular speeds to 20mph and less, and the provision of a 3 metre wide footpath, it would safely accommodate commercial traffic, and would not bring about any significant adverse impacts in terms of highway safety, pollution or noise/disturbance.
- 5.57 Access to the proposed development is via an access already approved under application PK15/1404/RM, which is well related to the main entrance into the Emersons Green East site from the Folly Brook roundabout; and would ensure that associated commercial vehicles would avoid safe routes to school, local centres, primary and secondary schools, and the majority of residential roads within the EGE development.
- 5.58 The suitability of this access in terms of its detailed design and visibility has already been considered and accepted for use by commercial vehicles. A separate pedestrian link off the spine road, approximately 2 metres in width, is provided adjacent to the western boundary of the site. This would provide a

direct pedestrian link from the spine road to the commercial area and improve the permeability of the development.

### Ecology

In terms of ecology, the following activities and surveys have recently been undertaken:

#### 5.59 *Great Crested Newts (GCN)*

The destructive search of approximately 13 metres of hedgerow (which is to be removed as part of phase 5 infrastructure works outside of the application parcel) to accord with the approved GCN licence Fences located between Area A and B have been removed with an ecologist present and no GCN were found. The GCN fences along the newt receptor area and the southeast boundary remain and will do so for the duration of the development.

#### 5.60 *Birds*

An ecologist was present conducting destructive searches of hedgerows scheduled to be removed for active bird nests was conducted for phase 5 infrastructure works. No hedgerows require removal in relation to this parcel.

#### 5.61 *Badgers*

A badger survey was conducted in February 2015, which recommends the provision of two artificial setts are provided. The recommended location for the artificial setts falls outside the boundaries of this parcel.

#### 5.62 *Reptiles*

A reptile survey undertaken in September 2014 did not identify any reptiles in the 'Near' and 'Far-Eastern' areas of Emersons Green East and therefore, no mitigation for reptiles is required.

#### 5.63 *Bats*

No trees identified as having roosting opportunities are located within the application parcel.

#### 5.64 Conclusion

The proposed development would provide an opportunity for an existing business to expand. The Council's Economic Development Officer advises that the development would safeguard 70 full time jobs within the West of England region and generate a further 60 new full time jobs, with the potential for another 120 new full time jobs to be created over 3 years. Accordingly, there are clear economic benefits to the scheme through the creation of jobs. The proposal is supported by an outline consent which allows for 100,000m<sup>2</sup> of unfettered B1, B2, B8 and C2 uses; and the site is located within the Emersons Green Enterprise Area, where significant employment growth is envisaged. Officers consider that these points hold significant weight. On the contrary, the development would impact on residential occupiers nearby through noise and disruption associated with a 24hr storage and distribution business; the development is not fully in accordance with the EGE Design Code and there would be an impact in terms of visual amenity; the development is also in an area that is at risk from flooding. However, given the mitigation measures proposed such as the provision of a landscape bund and planting and acoustic

fencing, and flood compensation areas it is considered that these impacts would not cause significant adverse harm. Accordingly, as the proposal benefits clearly weigh in favour of the development and any adverse impacts have been mitigated, the proposal is considered to be acceptable.

5.65 Further Matters

Insufficient residential consultation – whilst this objection is noted, the Council have consulted in line with the South Gloucestershire Council Statement of Community Involvement SPD (adopted) 2015.

**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 reserved matters consent has been taken having regard to the policies and proposals in the South Gloucestershire Local Plan (Adopted) January 2006 and the South Gloucestershire Local Plan Core Strategy (Adopted) December 2013 set out above, and to all the relevant material considerations set out in the report.

**7. RECOMMENDATION**

7.1 Reserved matters consent is GRANTED subject to the following conditions.

**Contact Officer: Jonathan Ryan**  
**Tel. No. 01454 863538**

**CONDITIONS**

1. The off-street parking facilities (for all vehicles, including cycles) shown on the plan hereby approved shall be provided before the building is first occupied, and thereafter retained for that purpose.

Reason

In the interests of the amenities of the area and highway safety and to accord with Policy T12 of the South Gloucestershire Local Plan (adopted) January 2006; and Policy CS8 of the South Gloucestershire Local Plan Core Strategy (adopted) December 2013.

2. The bin storage shown on the drawings hereby approved shall be provided before the building is first occupied, and thereafter retained for that purpose.

Reason

In the interests of the amenities of the area and to accord with Policy CS1 of the South Gloucestershire Local Plan Core Strategy (adopted) December 2013

3. The development shall be carried out in accordance with the approved Occupier Travel Plan prepared by Key Transport Consultants and dated February 2016 received by the Council on 7th March 2016.

Reason

In order to promote more sustainable methods of travel to accord with policy T8, T12 of the South Gloucestershire Local Plan (adopted) January 2006; and policy CS8 of the South Gloucestershire Local Plan Core Strategy (adopted) December 2013.

4. Prior to the construction above Damp Proof Course Level samples of the roofing and external facing materials proposed to be used shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason

To ensure an adequate standard of external appearance and to accord with policy CS1 of the South Gloucestershire Local Plan Core Strategy (adopted) December 2013.

5. Prior to the erection of any external lighting, details of source intensity (candelas), light trespass into windows (Lux) and building luminance (cd/m<sup>2</sup>) shall be submitted to and agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the agreed details.

Reason

To ensure an adequate lighting design in the interests of the amenities of the area and to accord with policy CS1 of the South Gloucestershire Local Plan Core Strategy (adopted) December 2013.

6. A landscape bund and an acoustic fence with a minimum density of 10kgm<sup>2</sup> that is continuous to ground level with no significant gaps in the construction shall be provided at the site in accordance with the drawings "Landscape Masterplan no. 508P20C" and "Site Sections no. P0003B" in the first planting season following commencement of the development and retained at all times thereafter. For the avoidance of doubt, if the commencement of the development is within a planting season, then this is the trigger for carrying out the landscape works.

All other hard and soft landscape works shall be carried out in accordance with the approved details within the first planting season prior to the first occupation of the building or in accordance with a programme to be agreed in writing by the Local Planning Authority.

Reason 1

In the interests of the character and visual amenity of the area and to accord with policy CS1 of the South Gloucestershire Local Plan Core Strategy (adopted) December 2013.

Reason 2

To provide adequate noise mitigation from operational noise generated by the use and in the interests of the residential amenity of neighbouring occupiers and to accord with

policy CS1 of the South Gloucestershire Local Plan Core Strategy (adopted) December 2013.

7. The development approved shall be carried out in accordance with the approved Flood Risk Assessment (FRA) dated November 2015 by Wardell Armstrong (and updated information i.e. Drawing no. 12-5187-001 Rev. T3) and the following mitigation measures detailed within the FRA:
  1. Provision of compensatory flood storage on and in the vicinity of the site to a 1% Annual Exceedance Probability (AEP).
  2. Finished floor levels are set no lower than building 50.800mAOD (as per Drawing no. 12-5187-001 Rev. T2) and service yard 49.836m above Ordnance Datum (AOD).

Reason

To ensure that the development is safe from the risk of flooding and does not increase the risk of flooding elsewhere and to accord with policy EP2 of the South Gloucestershire Local Plan (adopted) January 2006.

8. Prior to the commencement of the development final details of the proposed compensatory flood storage scheme, including maintenance arrangements shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details and completed prior to the first occupation of the building.

For the avoidance of doubt the details referred to above shall include a plan and multiple cross-sections showing the existing and final proposed design ground levels across the site, and an Operations and Maintenance manual for the compensatory flood storage area/external landscaping area outlining who will be responsible for ensuring that the compensatory flood storage area remains functioning as designed and how this will be achieved will be required to be submitted.

Reason

To ensure that the development is safe from the risk of flooding and does not increase the risk of flooding elsewhere and to accord with policy EP2 of the South Gloucestershire Local Plan (adopted) January 2006.

This needs to be a pre-commencement condition to avoid the need for any unnecessary remedial works.

9. Glazed curtain walling shall be installed using a secure glazing retention system. The method of retaining the glass shall include one or more of the following:

Security glazing tape  
Dedicated security sealant or gasket  
A secure mechanical fixing system

Reason

In the interests of crime prevention and to accord with policy CS1 of the South Gloucestershire Local Plan Core Strategy (adopted) December 2013.



10. Sample panels of the proposed locally derived sandstone block paving to be used in the feature area next to the main road and on the piers for the acoustic fence in the southwest corner of the site shall be submitted to and agreed in writing by the Local Planning Authority before the relevant parts of the work commence. Development shall be carried out in accordance with the agreed details.

Reason

To ensure an adequate standard of external appearance and to accord with policy CS1 of the South Gloucestershire Local Plan Core Strategy (adopted) December 2013.

11. Notwithstanding the details submitted prior to the commencement of the development revised location and site layout - external finishes plans which reflect the agreed layout shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the agreed details.

Reason

In the interest of clarity and in order to define the planning permission. This needs to be a pre-commencement condition to avoid the need for any unnecessary remedial works.

12. Prior to the construction above Damp Proof Course level, plans relating to the appearance and siting of any plant and equipment required and details of the rating level of noise that it would emit shall be submitted to and agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the agreed details. For the avoidance of doubt, the details referred to above shall set out that the rating level of any noise generated by plant and equipment would be at least 5 dB below the pre-existing background level as determined by BS4142: 2014 Methods for rating and assessing industrial and commercial sound and as set out in the Noise Impact Assessment prepared by Hoare LEA Acoustics dated 23rd May 2016.

Reason

To ensure that neighbouring residential occupiers are not adversely affected by noise and to accord with policy CS1 of the South Gloucestershire Local Plan Core Strategy (adopted) December 2013.

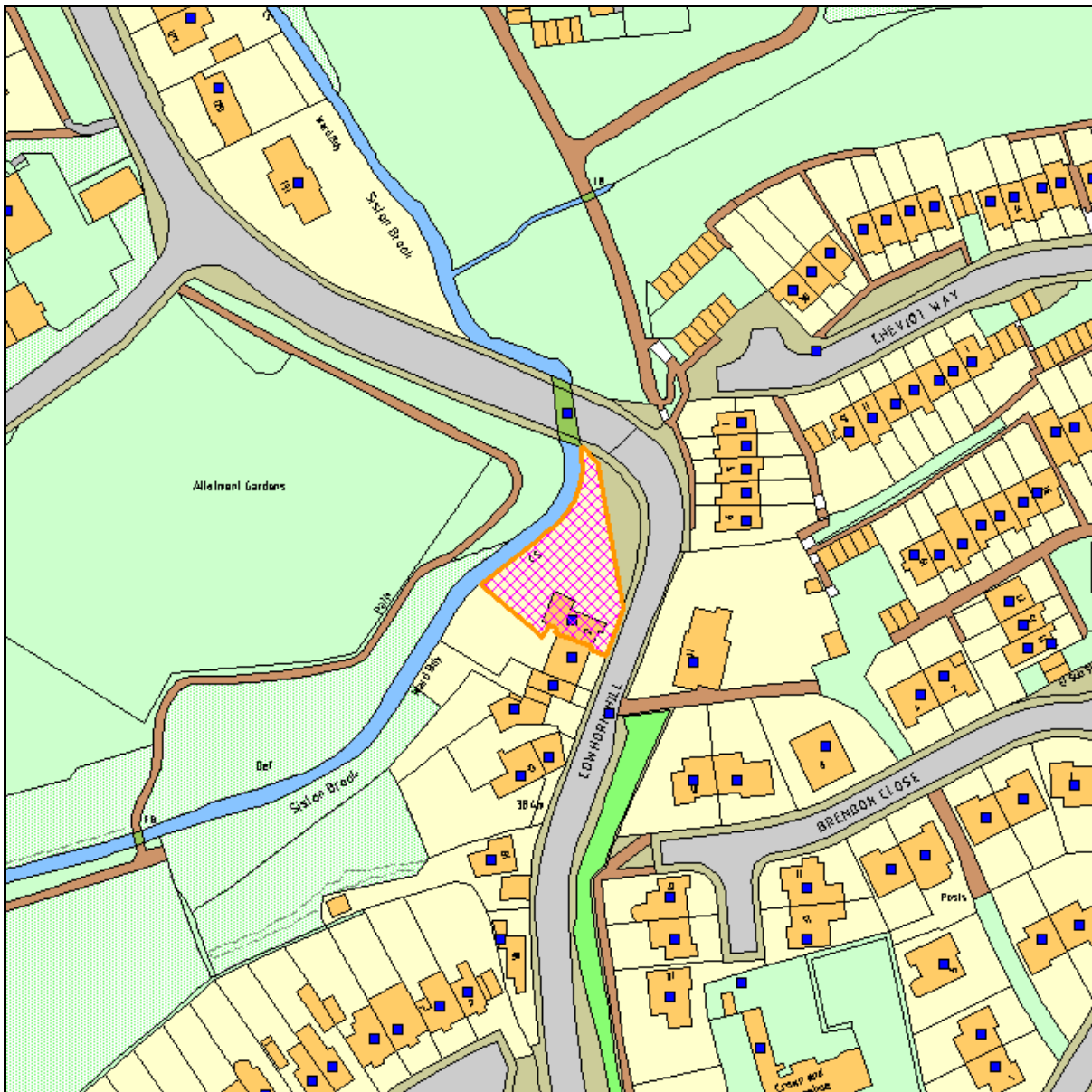
13. No vehicle with a reversing alarm rated at a level greater than SWL 102 db shall operate at any time at the site.

Reason

To ensure that neighbouring residential occupiers are not adversely affected by noise and to accord with policy CS1 of the South Gloucestershire Local Plan Core Strategy (adopted) December 2013.

**CIRCULATED SCHEDULE NO. 22/16 – 3 JUNE 2016**

<b>App No.:</b>	PK16/1409/F	<b>Applicant:</b>	Ms Alex Whittle
<b>Site:</b>	2 Cowhorn Hill Oldland Common South Gloucestershire BS30 9QU	<b>Date Reg:</b>	6th April 2016
<b>Proposal:</b>	Erection of two storey side extension, side porch and rear balcony to provide additional living accommodation.	<b>Parish:</b>	Bitton Parish Council
<b>Map Ref:</b>	367077 171962	<b>Ward:</b>	Oldland Common
<b>Application Category:</b>	Householder	<b>Target Date:</b>	30th May 2016



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**N.T.S.**

**PK16/1409/F**

## **REASONS FOR REPORTING TO CIRCULATED SCHEDULE**

The application has been referred to circulated schedule following comments contrary to the recommendation of this report. Under the current scheme of delegation it is required to be taken forward under circulated schedule as a result.

### **1. THE PROPOSAL**

- 1.1 The proposal seeks to erect a two storey extension, side porch and rear balcony to provide additional living accommodation.
- 1.2 The subject property is a modest period end terrace two storey dwelling with a pitched and gabled roof and various sections of flat roof. There is a single storey side extension and hipped front porch as well as an area of balcony to the rear. The property has rubble elevations to the most part with render to the extensions and rear elevation. The property is situated on level ground with a stepped embankment sloping away from the road, an area of garden at a lower level and a raised area of hardstanding to the side of the dwelling.
- 1.3 The subject property is adjacent to a number of other residential units and adjoins a Grade II listed building entitled 4 Cowhorn Hill that is thought to date from the mid-19th Century. The host property appears to have been constructed at a slightly later date than the listed building but has very similar design characteristics.
- 1.4 Two pre-application enquiries were lodged prior to the submission of the application. No record of the response is available for the first application however the second enquiry was only subject to recommendations of minor alterations, these appear to have been provided in line with the enquiry officer's recommendations.

### **2. POLICY CONTEXT**

- 2.1 National Guidance  
National Planning Policy Framework March 2012  
National Planning Policy Guidance 2014
- 2.2 Development Plans  
  
South Gloucestershire Local Plan (Adopted) January 2006 (saved policies)  
H4 Development within Existing Residential Curtilages  
T12 Transportation  
L13 Listed Buildings  
  
South Gloucestershire Local Plan Core Strategy Adopted December 2013  
CS1 High Quality Design  
CS4a Sustainable Development  
CS5 Location of Development  
CS8 Improving Accessibility  
CS9 Managing the Environment and Heritage
- 2.3 Supplementary Planning Guidance  
Design Checklist SPD (adopted) August 2006  
Residential Parking Standards SPD (adopted) December 2013

### **3. RELEVANT PLANNING HISTORY**

- 3.1 PRE15/1480 – Pre-application advice – 03/02/2016 – Two storey side extension.
- 3.2 PRE15/0393 – Pre-application advice – 30/06/2015 – Two storey side extension.
- 3.3 PK01/0523/F – Approval – 23/04/2001 – Erection of first floor rear extension, rear conservatory with raised decking and external staircase (resubmission of planning application PK00/2674/F).
- 3.4 PK00/2674/F – Refusal – 30/11/2000 – Erection of first floor rear extension, rear conservatory with raised decking and external staircase – refused on the impact on the visual amenity and quality of the landscape and it being visually dominant due to the mass of the proposal.
- 3.5 K3794 – Approval – 02/12/1981 – Extension to form W/C.

### **4. CONSULTATION RESPONSES**

- 4.1 Bitton Parish Council  
Objection – Felt that the proposal was too large in proportion to the original dwelling. If the recommendation is for approval councillors request attention is paid to ensuring the external materials, window and door designs match the existing house.

- 4.2 Other Consultees

- Sustainable Transport

- No Objection subject to the parking being provided prior to commencement.

- Lead Local Floor Authority

- No Objection but note that the layout of the existing sewage system may affect the layout of the development and advice should be sought from Wessex water.

- Listed Building and Conservation Officer

- No Objection but advise that a condition requiring the submission of materials be appended to the decision notice and that window and rainwater goods be in a dark visually recessive colour.

- Archaeological Officer

- No Objection

- Historic England

- Have not considered the proposal to necessitate notification to the authority.

#### **Other Representations**

- 4.3 Local Residents  
No Comments Received.

## 5. **ANALYSIS OF PROPOSAL**

### 5.1 **Principle of Development**

Policy CS1 'High Quality Design' of the South Gloucestershire Core Strategy (adopted December 2013) states development proposals will only be permitted where the highest possible standards of design and site planning are achieved. Proposals should demonstrate that they; enhance and respect the character, distinctiveness and amenity of both the site and its context; have an appropriate density and its overall layout is well integrated with the existing development. Saved Policy H4 of the South Gloucestershire Local Plan (adopted 2006) is supportive in principle of development with the residential curtilage of existing dwellings. This support is subject to the proposal respecting the existing design of the dwelling and it does not prejudice the residential and visual amenity; adequate parking provision; and has no negative effects on transportation. The proposal accords with the principle of development subject to the consideration below.

### 5.2 **Design and Impact on Heritage Assets**

The proposal consists of a two storey side extension. There are a number of other extensions to properties in the area. The subject property is considerably earlier than many other nearby properties and has some vernacular period character; that said the proposal has sought to replicate the design characteristics and design of the nearby properties of a similar era. The design of the proposal would not be considered detrimental to the character of the property or its context and is therefore acceptable.

5.3 The proposed side extension is of a considerable size and would almost double the size of the dwelling. Though this addition would represent such a significant addition it has taken design cues from the surrounding properties and would appear to be a historic addition. The proposal is slightly narrower than the existing dwelling and the ridge line replicates that of the remainder of the terrace in that it is one low level pitch followed by a higher level ridgeline. Window surrounds also appear similar to that of the original building and adjoining listed building. Comments from the parish council and listed building officer indicate that if permission is granted a number of conditions should be appended in relation to the choice of materials. This has been considered appropriate and would ensure that the proposal would fit in with the character of the existing dwelling and its context.

5.4 The proposal is subservient in scale to the existing building and is recessed from the existing front elevation. The windows proposed are sashed and have similar proportions to the openings on the existing dwelling, whilst the arched window surrounds have also be introduced to the proposal.

5.5 Policy CS9 of the Core Strategy and Saved Policy L13 of the Local Plan give the councils view on heritage assets. These assets provide a significant contribution to the character and identity of the area and development should seek to protect and enhance these buildings in accordance with their significance. The adjacent Grade II listed property's historic significance is considered to be derived from its external appearance.

The proposal is not visible from the property and is not thought to result in any harm to the actual structure. The proposal has put forward natural stone elevations for the front elevation and render to the side elevation, though currently clad with natural stone, the render material is present on the existing structure and would not be immediately apparent from the public realm. Overall the proposal is considered acceptable with regard to its impact on the heritage asset.

- 5.6 Overall, it is considered that the proposed extension would not harm the character or appearance of the area and as such is considered acceptable in terms of visual amenity. Therefore, it is judged that the proposal has an acceptable standard of design and is considered to be 'in keeping' with policies CS1, CS9, H4 and L13 and conforms to the criteria in the adopted Local Plan.

5.7 Residential Amenity

Policy H4 of the adopted Local Plan gives the Council's view on new development within existing residential curtilages. Proposals should not prejudice the residential amenity (through overbearing, loss of light and loss of privacy) of neighbouring occupiers as well as the private amenity space of the host dwelling.

- 5.8 There is significant screening to the front boundary of the dwelling in the form of substantial evergreen hedging and the subject site is in an elevated position from properties to the rear, where there is a number of large trees. The subject property is an end terrace dwelling situated at the top of a slope. To the side, where the development is taking place, is a level raised surface and there is no properties in close proximity to this elevation of the property and proposal. The proposal will not project further than the existing dwelling in any direction and as a result is not considered to result in any negative impact on properties directly to the rear, side or front of the dwelling.

- 5.9 The subject property is located within a built up residential area and given the scale and location of the proposed development, the proposal will not result in a detrimental impact on the residential amenity of its neighbouring occupiers, meaning the proposal is in accordance with saved policy H4 of the adopted Local Plan.

5.10 Sustainable Transport and Parking Provision

There is parking provided on the existing hardstanding and currently has sufficient parking provision for the size of the property. The proposal would result in the loss of a proportion of the hardstanding but evidence submitted indicates there would be sufficient parking provision following development. The councils Transport officer has commented on the proposal holding no objection subject to the parking being provide prior to the commencement of the development. The proposal would require an additional parking space and will retain an acceptable level of parking provision, meaning the proposal is in accordance with saved policy T12 of the Local Plan (2006). The council has no objection to the proposal in relation to highway safety or parking provision.

## 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 South Gloucestershire Local Plan (Adopted) January 2006 and the South Gloucestershire Local Plan Core Strategy (Adopted) December 2013 set out above, and to all the relevant material considerations set out in the report.

## 7. **RECOMMENDATION**

- 7.1 That the application be **APPROVED** subject to the conditions attached to the decision notice.

**Contact Officer: Hanni Osman**  
**Tel. No. 01454 863787**

## **CONDITIONS**

1. The development hereby permitted shall be begun before the expiration of three 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).

2. Prior to the commencement of development samples of the roofing and external facing materials proposed to be used shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details. The condition is required prior to commencement to ensure the development respects the special nature of the adjacent listed building and the character of the subject property.

Reason

To ensure a satisfactory standard of external appearance and to accord with Policy CS1 of the South Gloucestershire Local Plan: Core Strategy (Adopted) December 2013; and the National Planning Policy Framework.

3. All new external rainwater and soil pipes shall be formed in a dark visually recessive colour.

Reason

To ensure a satisfactory standard of external appearance and to accord with Policy CS1 of the South Gloucestershire Local Plan: Core Strategy (Adopted) December 2013; and the National Planning Policy Framework.

4. The off-street parking facilities (for all vehicles, including cycles) shown on the plan hereby approved shall be provided before the building is first occupied, and thereafter retained for that purpose.

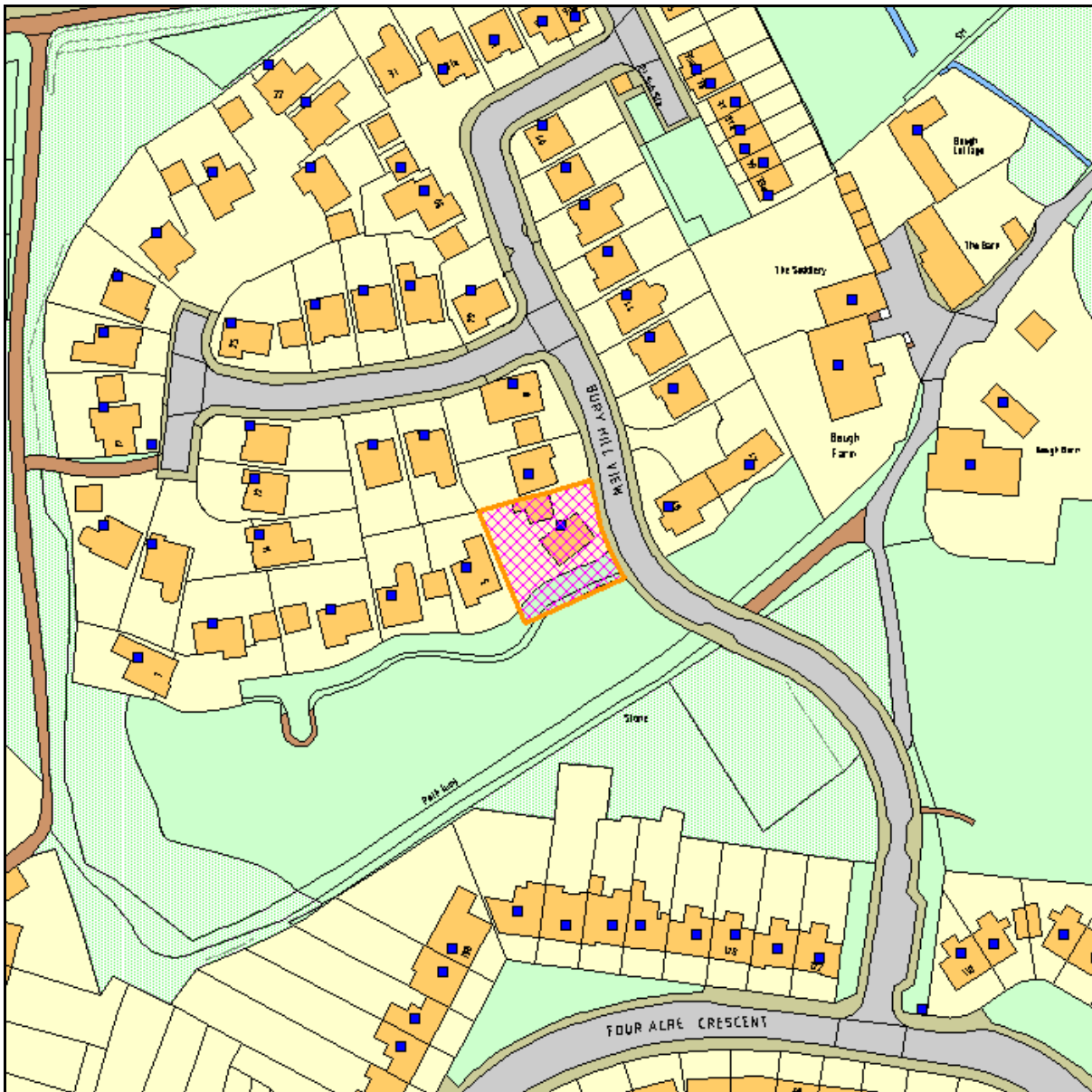
Reason

To ensure the satisfactory provision of parking facilities and in the interest of highway safety and the amenity of the area, and to accord with Policy CS8 of the South Gloucestershire Local Plan; Core Strategy (Adopted) December 2013; and the South Gloucestershire Residential Parking Standards SPD (Adopted) December 2013.



**CIRCULATED SCHEDULE NO. 22/16 – 3 JUNE 2016**

<b>App No.:</b>	PK16/1443/F	<b>Applicant:</b>	Mr Nigel Milton
<b>Site:</b>	6 Bury Hill View Downend Bristol South Gloucestershire BS16 6PA	<b>Date Reg:</b>	5th April 2016
<b>Proposal:</b>	Conversion and extension of existing garage to form residential annexe ancillary to main dwelling.	<b>Parish:</b>	Downend And Bromley Heath Parish Council
<b>Map Ref:</b>	365347 178313	<b>Ward:</b>	Downend
<b>Application Category:</b>	Householder	<b>Target Date:</b>	27th May 2016



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**PK16/1443/F**

## **REASON FOR REPORTING TO CIRCULATED SCHEDULE**

The planning application has been referred to the Council's Circulated Schedule procedure due to an objection received from a local resident and the Parish Council.

### **1. THE PROPOSAL**

- 1.1 The application seeks planning permission for the conversion and extension of existing garage to form residential annexe ancillary to the main dwelling.
- 1.2 The host dwelling is a two-storey, detached, red brick dwelling situated in Downend. The existing garage has a gable roof, slate tiles and red brick elevations. The garage is situated within the curtilage of the dwellinghouse.
- 1.3 The site is a corner plot located on Bury Hill View with an area of open space to the south of the plot.
- 1.4 The annexe would contain: one bedroom, one bathroom, living area, kitchen, store and toilet.
- 1.5 It is noted that permission for the same proposal was originally refused in January 2002, and following a resubmission it was approved in August 2002. The proposal was approved in 2002 because *'the impact upon visual amenity was acceptable and the proposed use has a clear justification'*. This decision plays a small material consideration however planning policies have changed.
- 1.6 Officers also note that permission to change the use of the garage was restricted under application ref- P98/4566.

### **2. POLICY CONTEXT**

#### **2.1 National Guidance**

National Planning Policy Framework March 2012

National Planning Policy Guidance 2014

#### **2.2 Development Plans**

South Gloucestershire Local Plan (Adopted) January 2006 (saved policies)

H4 Development within Existing Residential Curtilages, Including Extensions and New Dwellings

T12 Transportation

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

#### **2.3 Supplementary Planning Guidance**

Design Checklist Supplementary Planning Document (adopted) August 2007

Residential Parking Standards Supplementary Planning Document (adopted) December 2013

### **3. RELEVANT PLANNING HISTORY**

- 3.1 PK02/1100/F Approve with Conditions 12/08/2002  
Conversion of detached garage to self-contained living accommodation for dependant relative and erection of front extension with dormer.
- 3.2 PK01/2734/F Refusal 23/01/2002  
Conversion of detached double garage to self-contained two storey dwelling for dependant relative. Erection of single storey rear extension and front porch. Raise height of roof and insertion of front dormer to provide first floor living accommodation.
- 3.3 P98/4566 Approval Full Planning 01/10/1999  
Erection of 47 No. dwellings with associated works and public open space. Demolition of Nos. 118 and 120 Fouracre Crescent.

### **4. CONSULTATION RESPONSES**

- 4.1 Downend and Bromley Heath Parish Council  
Objection, the proposal is over-development of the property as the proposal constitutes a detached two-storey second home which is a separate dwelling.
- 4.2 Sustainable Transport  
Whilst the proposed parking layout is cramped, the spaces can be provided. As such there are no objections subject to conditions.

#### **Other Representations**

- 4.3 Local Residents  
One letter of objection has been received from a local resident. The comments raised are as follows:
- The proposed development will create a separate two-storey building which in future could be sold off as a stand-alone private dwelling, which is additional development on an already increasingly developed site.
  - The proposed development is not in-keeping with the rest of the site and is in close proximity to the objectors' property.
  - Any development will cause more congestion with regards to parking on what is already crowded, nasty and narrow bend.

### **5. ANALYSIS OF PROPOSAL**

- 5.1 Principle of Development  
The application seeks planning permission for the conversion and extension of existing garage to form residential annexe ancillary to the main dwelling. The proposal is identical to what was approved in 2002 there have been no material changes to the proposal.

Whilst policy has changed, the Core Strategy has been adopted, Saved Policy H4 of the South Gloucestershire Local Plan is a key policy within both the applications. It should be noted that whilst new parking standards have been introduced the proposal does comply with these. Parking and highway safety will be discussed further below. It is considered that there have been no material changes to the planning policy landscape or the characteristics of the proposed site, the principle of the proposal has been established. Therefore, giving regard to the previous approval for identical development is no specific reason why the proposal should be refused.

- 5.2 The proposal is to be assessed against the policies listed above alongside all other material considerations. Saved Policy H4 of the South Gloucestershire Local Plan (adopted January 2006) is supportive in principle providing development is within the curtilage of existing dwellings, the design is acceptable and there is no unacceptable impact on residential or visual amenity. Policy CS1 of the South Gloucestershire Core Strategy (adopted December 2013) requires new development to be of the highest possible standard, proposals should enhance and respect the character, distinctiveness and amenity of the site and its context. The proposed development will be situated within the curtilage of 6 Bury Hill View, whether the proposal accords with policy will be considered below.
- 5.3 Design  
Policies CS1 and H4 set design criteria which includes the requirement for development to demonstrate that the siting, form, massing, and overall design and character of development are informed by and respect the character of the site and street scene. The proposed design of the annexe remains the same as what was approved in 2002.
- 5.4 The application seeks permission for the conversion and extension of the existing garage to form a residential annexe ancillary to the main dwelling. The host dwelling is a two-storey detached dwelling on a corner plot of land on 6 Bury Hill View. The dwelling has an existing single storey detached garage for which permission is being sought to turn it into a 1.5 storey annexe. The surrounding area consists of modest two-storey detached dwellings, with a mixture of detached garages and integral garages.
- 5.5 The proposed development will raise the roofline by 1 metre to a maximum height of 5.5 metres. The works will result in the width of the garage increasing by 2.8 metres (this includes the front bay window). The length of the annexe will remain unchanged. The proposed works will see the addition of a dormer window being added to the front of the annexe. The proposed works will result in the proposed annexe remaining subservient to the adjacent properties.
- 5.6 The proposed materials that would be used for the conversion and extension to the proposed annexe will match those used both within the existing garage and the main dwelling of no. 6 Bury Hill View. An objection comment has been received from a neighbouring resident suggesting that the proposed development will not be in-keeping with the area, however, it is considered that the materials and colours are informed by and respect the site and its context.

- 5.7 The proposal respects the character of the site and the wider context as well as being of an appropriate scale and proportion with the original dwelling and surrounding properties. Thus, the proposal satisfies policy CS1 of the adopted Core Strategy.

5.8 Residential Amenity

Saved policy H4 of the adopted Local Plan aims to ensure that residential development within established residential curtilage does not prejudice the residential amenity of any neighbouring occupier.

The application seeks planning permission for the conversion and extension to the existing garage to form a residential annexe ancillary to the main dwelling. The site is situated within the settlement boundary of Downend. The extensions to the proposed annexe will include: raising the roof line, installing a front dormer window, increasing the size of the proposal and the addition of a front porch and bay window. The proposal is the same as the previous application, impacts regarding residential amenity were considered previously and there is no change to this as there have been no changes in physical relationship with surrounding dwellings.

- 5.9 The setting of the site between two properties means the proposal is unlikely to have a detrimental overbearing impact. There are ground floor side elevation windows proposed on the south elevation, these are within a 5 metre distance to host dwelling no. 6. The other windows proposed may result in some overlooking but will not create an adverse impact.

The Parish Council and a local resident have objected on the grounds that the proposal is over development of the site and that the proposal constitutes a detached two-storey second home which is a separate dwelling; a condition will be implemented restricting the use of the annexe as a separate dwelling.

- 5.10 Overall the proposal would not result in any adverse impacts on the residential amenity of neighbouring occupiers or future occupiers. As such the proposal is considered acceptable in terms of saved policy H4 of the Local Plan (adopted) 2006.

5.11 Highways

The proposal will result in the loss of two garage spaces and the addition of one bedroom within the proposed ancillary residential annexe. The parking is one of the only aspects which make the proposal ancillary to no.6 Bury Hill View. There is an existing area of hardstanding to the front of the garages suitable for three- four vehicles. As a result of the works there will be three spaces available. An objection comment has been received regarding the increase of parking congestion on Bury Hill View, however Officers note that the proposed parking at the site complies with South Gloucestershire Council's Residential Parking SPD, a condition will also be implemented to ensure that the proposed parking is provided and thereafter maintained.

Furthermore, it is highlighted by the Sustainable Transport officer that the proposed parking layout is cramped, however, does not justify as a reason for refusal if it was for an annexe and as such there are no transportation objections subject to conditions.

## 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 South Gloucestershire Local Plan (Adopted) January 2006 and the South Gloucestershire Local Plan Core Strategy (Adopted) December 2013 set out above, and to all the relevant material considerations set out in the report.

## 7. **RECOMMENDATION**

- 7.1 That the application is **APPROVED** with conditions.

**Contact Officer: Fiona Martin**  
**Tel. No. 01454 865119**

## **CONDITIONS**

1. The development hereby permitted shall be begun before the expiration of three 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).

2. The development hereby permitted shall not be occupied at any time other than for purposes ancillary to the residential use of the dwelling known as 6 Bury Hill View, Downend, Bristol, South Gloucestershire, BS16 6PA. It shall form part of that planning unit, and shall not be sub-divided, separated, and altered in any way so as to create two or more separate units of accommodation.

Reason

The application has been assessed on the basis that it is ancillary accommodation. Use as a separate dwelling would have significant implications in terms of privacy and amenity of neighbouring occupiers, and parking arrangements. This is to accord with Policy H4 and T12 of the South Gloucestershire Local Plan (Adopted) January 2006; and the National Planning Policy Framework.

3. The off-street parking facilities (for all vehicles, including cycles) shown on the plan (NM/16.5/a) hereby approved shall be provided before the building is first occupied, and thereafter retained for that purpose.

Reason

To ensure the satisfactory provision of parking facilities and in the interest of highway safety and the amenity of the area, and to accord with Policy CS8 of the South Gloucestershire Local Plan; Core Strategy (Adopted) December 2013; and the South Gloucestershire Residential Parking Standards SPD (Adopted) December 2013.

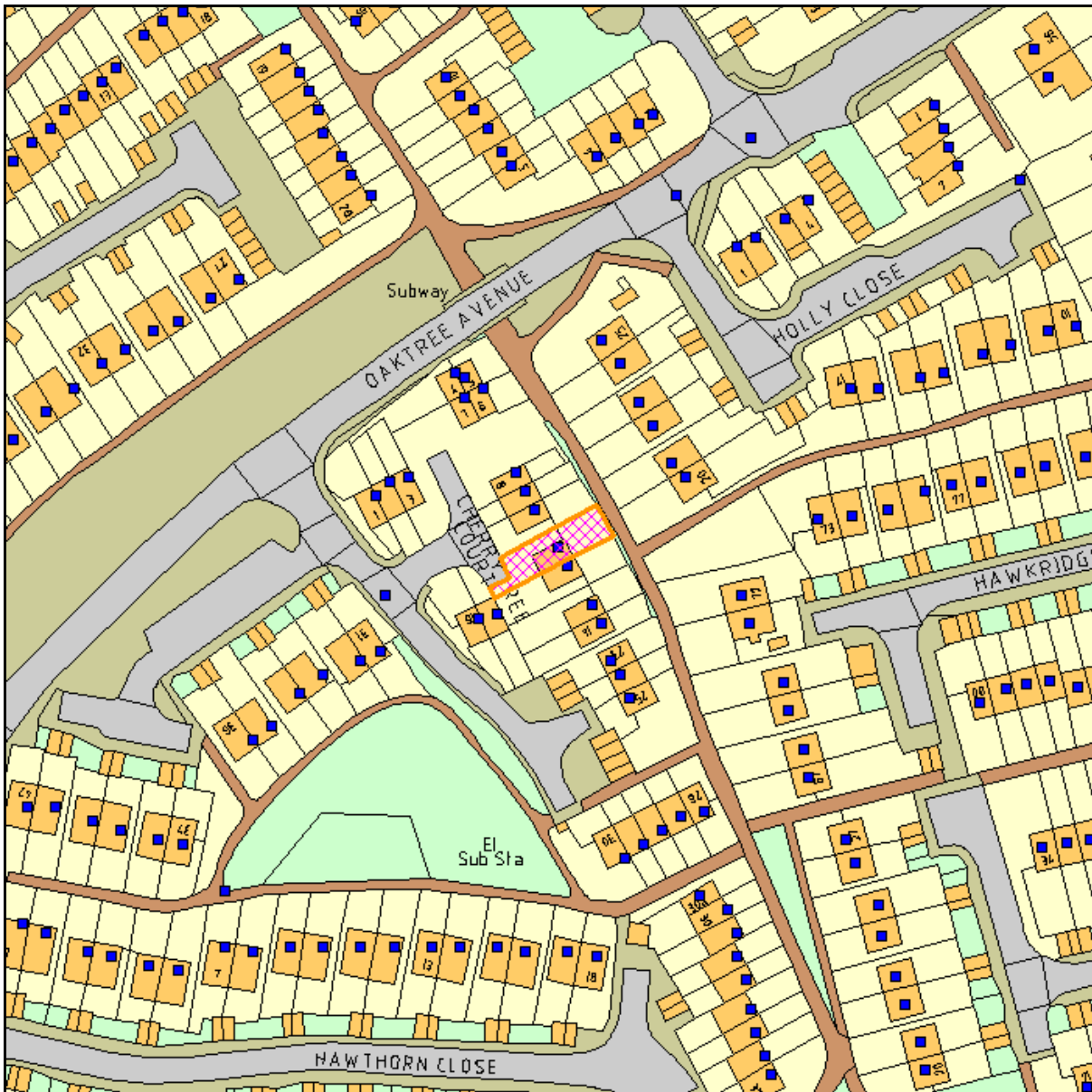
4. No windows other than those shown on the plans hereby approved shall be inserted at any time in the annexe hereby approved, unless the Local Planning Authority gives consent in writing to any variation.

Reason

To ensure the satisfactory external appearance of the development in the interests of visual amenity and to protect the residential amenity of the neighbouring occupiers and to accord with Policy CS1 of the South Gloucestershire Local Plan: Core Strategy (Adopted) December 2013; and the National Planning Policy Framework.

**CIRCULATED SCHEDULE NO. 22/16 – 3 JUNE 2016**

<b>App No.:</b>	PK16/1481/F	<b>Applicant:</b>	Miss Joanne Love
<b>Site:</b>	11 Cherrytree Court Pucklechurch South Gloucestershire BS16 9BF	<b>Date Reg:</b>	4th April 2016
<b>Proposal:</b>	Erection of two storey side extension and front porch to form additional living accommodation	<b>Parish:</b>	Pucklechurch Parish Council
<b>Map Ref:</b>	370127 176160	<b>Ward:</b>	Boyd Valley
<b>Application Category:</b>	Householder	<b>Target Date:</b>	26th May 2016



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**PK16/1481/F**



## **REASONS FOR REPORTING TO CIRCULATED SCHEDULE**

The application was subject to comments from the parish council that are contrary to the findings of this report. Under the current scheme of delegation as a result of the comment it is required the application is taken to circulated schedule.

### **1. THE PROPOSAL**

- 1.1 The proposal seeks to erect two storey side extension at 11 Cherrytree Court, Pucklechurch.
- 1.2 The subject property is a late-20th Century two storey semi-detached dwelling with a pitched gabled roof and a single storey rear conservatory. The site is level and situated within a modern housing estate. Boundaries to the rear are 1.8 metres closed panel timber fences. Parking is to the side of the property on an area of hardstanding with the adjacent properties drive alongside, as well as to the front on an area of gravel.
- 1.3 The proposed side extension will project from the side of the original dwelling to almost the full extent of the existing driveway. The extension will be set back from the front elevation of the existing dwelling and will have a subservient ridge line.
- 1.4 The subject property is situated in the built up residential area of Pucklechurch.

### **2. POLICY CONTEXT**

#### **2.1 National Guidance**

National Planning Policy Framework March 2012  
National Planning Policy Guidance 2014

#### **2.2 Development Plans**

South Gloucestershire Local Plan (Adopted) January 2006 (saved policies)  
H4 Development within Existing Residential Curtilages  
T12 Transportation

South Gloucestershire Local Plan Core Strategy Adopted December 2013

CS1 High Quality Design  
CS4a Sustainable Development  
CS5 Location of Development  
CS8 Improving Accessibility  
CS9 Managing the Environment and Heritage

#### **2.3 Supplementary Planning Guidance**

Design Checklist SPD (adopted) August 2006  
Residential Parking Standards SPD (adopted) December 2013

### **3. RELEVANT PLANNING HISTORY**

- 3.1 P94/2564 – Approval – 04/12/1994 – Erection of single storey rear extension to provide conservatory.

- 3.2 P93/1552 – Approval – 14/07/1993 – Demolition of existing buildings and erection of 15 dwellings and one retail shop. Conjunction of access road, associated footpaths, parking areas, screen walls, fencing and landscaping works.
- 3.3 P90/2454 – Approval – 07/11/1990 – Construction of car park.
- 3.4 P87/2688/A – Advert Approval – Display of internally illuminated shop fascia sign (11.82 metres x 1.52 metres) and projecting sign (.6 metres x .6 metres). Sign 1 – opal Perspex with three applied vinyl horizontal bands in orange, violet and red with acrylic centre of fascia with logo constructed from fret cut Perspex in red and orange on white background. Sign 2 – double sided projecting box sign with fret cut acrylic logo in red and orange.

#### **4. CONSULTATION RESPONSES**

- 4.1 Pucklechurch Parish Council  
Objection with regard to the parking provision and inaccurate plans. The plans have since been reviewed but no revised comment has been received.

4.2 Other Consultees

Transportation DC

No Objection given the parking space to the front is already in use.

Public Rights of Way

No Comment

Open Spaces Society

No Comment Received

#### **Other Representations**

- 4.3 Local Residents  
No Comments Received

#### **5. ANALYSIS OF PROPOSAL**

- 5.1 Principle of Development  
Policy CS1 'High Quality Design' of the South Gloucestershire Core Strategy (adopted December 2013) states development proposals will only be permitted where the highest possible standards of design and site planning are achieved. Proposals should demonstrate that they; enhance and respect the character, distinctiveness and amenity of both the site and its context; have an appropriate density and its overall layout is well integrated with the existing development. Saved Policy H4 of the South Gloucestershire Local Plan (adopted 2006) is supportive in principle of development with the residential curtilage of existing dwellings.

This support is subject to the proposal respecting the existing design of the dwelling and it does not prejudice the residential and visual amenity; adequate parking provision; and has no negative effects on transportation. The proposal accords with the principle of development subject to the consideration below.

5.2 Design and Visual Amenity

The proposal consists of a two storey side extension to form additional living accommodation, there are a number of other similar extensions nearby. The proposed side extension will project beyond the side elevation of the host dwelling over the driveway and would not look out of character with the existing building and the surrounding area.

5.3 The character of the area is relatively uniform with the majority of buildings being constructed in the last 25 years. This has a typical suburban atmosphere. The existing dwelling is constructed with a combination of red and yellow brick elevations and tile roof; the proposal has put forward materials that are similar in appearance to the existing dwelling and would be considered to have been informed by the host dwelling and its context. There is no objection with regard to materials. It is considered that proposed extensions would not be detrimental to the character of the property or its context and are therefore acceptable.

5.4 The two storey extension will be subservient in scale to the existing dwelling and has taken design cues from the features of the existing dwelling. The resultant proposal is in keeping with the existing dwelling and its context and would be considered acceptable in terms of visual amenity.

5.5 Overall, it is considered that the proposed extension would not harm the character or appearance of the area and as such is considered acceptable in terms of visual amenity. Therefore, it is judged that the proposal has an acceptable standard of design and is considered to be 'in keeping' with policies CS1 and H4 and conforms to the criteria in the adopted Local Plan.

5.6 Residential Amenity

Policy H4 of the adopted Local Plan gives the Council's view on new development within existing residential curtilages. Proposals should not prejudice the residential amenity (through overbearing, loss of light and loss of privacy) of neighbouring occupiers as well as the private amenity space of the host dwelling. The subject property is situated in line with the adjacent dwellings. The properties forward of the front elevation are set a reasonable distance from the host property and separated by a highway and extensive driveways, further to this the proposal will be recessed from the front elevation of the property. The proposal has not been considered to impact the amenities of properties to the rear or front of the host dwelling.

5.7 The adjacent property has a slit window in its side elevation, this is situated in close proximity to the existing side elevation of the subject property. The proposal is not thought to materially worsen the outlook or create an unacceptable loss of light to the opening. Consequently the proposal is thought to have an acceptable impact on the residential amenity of this property.

5.8 The subject property is located within a built up residential area and given the scale and location of the proposed development, the proposal will not result in a detrimental impact on the residential amenity of its neighbouring occupiers, meaning the proposal is in accordance with saved policy H4 of the adopted Local Plan.

5.9 Sustainable Transport and Parking Provision

The proposal would result in the creation of an additional bedroom. Currently the property has an area of hardstanding to the side and a gravelled area to the front. According to the residential Parking Standards SPD a 4 bedroom property would be required to provide 2 private parking spaces. This requirement is satisfied by the area of hardstanding to the side and the existing parking space to the front of the dwelling. The proposal would not require any additional parking spaces nor will it have a negative impact on highway safety or the retention of an acceptable level of parking provision, meaning the proposal is in accordance with saved policy T12 of the Local Plan (2006). The highway authority has no objection to the proposal in relation to highway safety or parking provision as though the parking space to the front is substandard in dimensions it has been in use and would not result in additional pressure on the highway network and is therefore acceptable.

5.10 Objection comments were lodged by Pucklechurch Parish Council relating to transport. Subsequent revisions of the plans are considered to have resolved the issues with the proposal and the comment is no longer thought relevant. A revised comment has been requested on a number of occasions prior to the submission of this report but this has not been provided.

## 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 South Gloucestershire Local Plan (Adopted) January 2006 and the South Gloucestershire Local Plan Core Strategy (Adopted) December 2013 set out above, and to all the relevant material considerations set out in the report.

## 7. RECOMMENDATION

7.1 That the application be **APPROVED** subject to the conditions attached to the decision notice.

Contact Officer: **Hanni Osman**  
Tel. No. **01454 863787**

## **CONDITIONS**

1. The development hereby permitted shall be begun before the expiration of three 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).

2. The hours of working on site during the period of construction shall be restricted to 07:30 - 18:00 Monday to Friday; 08:00 - 13:00 Saturdays 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

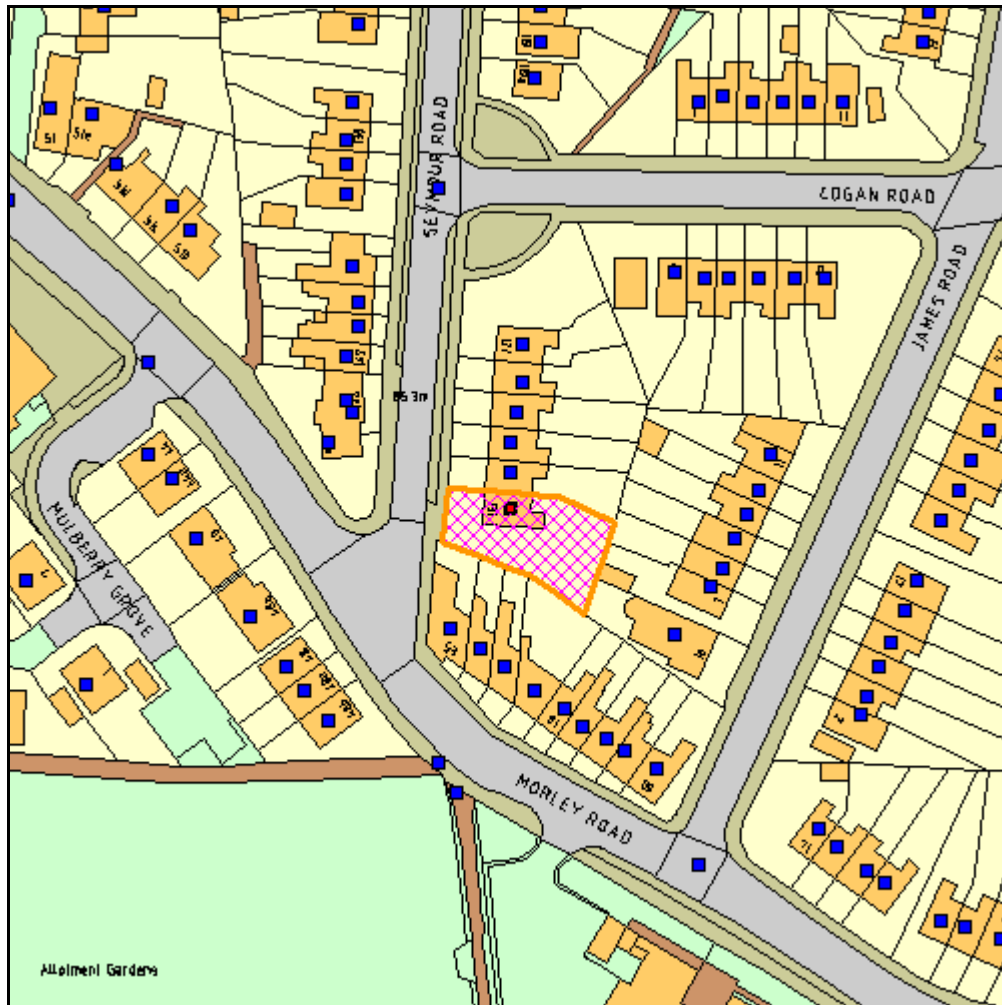
Reason

To minimise disturbance to occupiers of No.10 Cherrytree Court and to accord with Policy H4 of the South Gloucestershire Local Plan (Adopted) January 2006 and the provisions of the National Planning Policy Framework.

**CIRCULATED SCHEDULE NO. 22/16 – 3 JUNE 2016**

<b>App No.:</b>	PK16/1555/F	<b>Applicant:</b>	Mr A Brenson
<b>Site:</b>	131 Seymour Road Staple Hill Bristol South Gloucestershire BS16 4TA	<b>Date Reg:</b>	7th April 2016
<b>Proposal:</b>	Erection of detached garage.	<b>Parish:</b>	None
<b>Map Ref:</b>	365062 175364	<b>Ward:</b>	Staple Hill
<b>Application Category:</b>	Householder	<b>Target Date:</b>	30th May 2016

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PK16/1555/F

## **REASON FOR REPORTING TO THE CIRCULATED SCHEDULE**

This application has been submitted to the Council's circulated schedule procedure as comments received have been contrary to the Officer's recommendation.

### **1. THE PROPOSAL**

- 1.1 This application seeks planning permission for erection of a detached garage.
- 1.2 The application site is No. 131 Seymour Road, which is situated in the established residential area of Staple Hill. The dwelling forms an end-terrace and is a two-storey property.
- 1.3 The host dwelling has an 'L' shaped garden, and the proposal will be situated to the south of the dwelling, within the associated garden.

### **2. POLICY CONTEXT**

#### 2.1 National Guidance

National Planning Policy Framework March 2012

#### 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

South Gloucestershire Local Plan (Adopted) January 2006 - Saved Policies

T12 Transportation

H4 Development within Existing Residential Curtilages, Including Extensions and New Dwellings

#### 2.3 Supplementary Planning Guidance

Design Checklist SPD (Adopted) August 2007

Residential Parking Standard SPD (Adopted) December 2013

### **3. RELEVANT PLANNING HISTORY**

- 3.1 None relevant

### **4. CONSULTATION RESPONSES**

#### 4.1 Town/Parish Council

The area is unparished

#### 4.2 Sustainable Transport

No Objection

## **Other Representations**

### **4.3 Local Residents**

Two letters containing comments of objection has been received regarding this application from members of the public (occupiers of nos. 55 and 57 Morley Road), their comments are summarised below:

- Overdevelopment
- Overshadowing rear gardens of Nos. 55 and 57 Morley Road.
- Loss of light to No. 57's bathroom
- Construction will cause disruption, dust and noise

## **5. ANALYSIS OF PROPOSAL**

5.1 This application seeks planning permission for the erection of a single storey garage within the residential curtilage of a dwelling.

### **5.2 Principle of Development**

Policy CS1 of the South Gloucestershire Core Strategy (Adopted) 2013 states development proposals will only be permitted if the highest possible standards of site planning and design are achieved. Meaning developments should demonstrate that they: enhance and respect the character, distinctiveness and amenity of the site and its context; have an appropriate density and well integrated layout connecting the development to wider transport networks; safeguard and enhance important existing features through incorporation into development; and contribute to strategic objectives.

5.3 Saved policy H4 of the South Gloucestershire Local Plan (Adopted) 2006 is supportive in principle of development within the curtilage of existing dwellings. This support is provided proposals respect the existing design; do not prejudice residential and visual amenity; and also that there is safe and adequate parking provision and no negative effects on transportation.

### **5.4 Design and Visual Amenity**

The proposed garage will have dual pitched roof with a maximum height of approximately 4.9 metres (2.25 metres from ground level to eaves height) with a width of 4.7 metres and length of 6.45 metres. The garage will be finished in render and the roof will be finished in tiles to match the existing house, the fenestration will utilise UPVC and there will be a garage door on the west elevation.

5.5 Accordingly, the garage has an appropriate scale and is located in an appropriate location – to the side of the property in a relatively large residential curtilage. In addition to this, the garage utilises material well, meaning the proposal would be congruent with the character of the area.

5.6 The proposal has an acceptable standard of design through having an appropriate scale and utilising materials well. Therefore, the proposed garage is pursuant to policy CS1 of the Core Strategy.



#### 5.7 Residential Amenity

As a result of the proposed development, the residential amenity of neighbouring occupiers should not be prejudiced. The occupiers of Nos. 55 and 57 Morley Road have suggested the proposed development will overshadow their rear gardens, cause loss of light to No. 57's bathroom and have an overbearing impact. It is important to note that under permitted development, a dual pitched roofed outbuilding incidental to the enjoyment of a dwellinghouse up to 4 metres in height, provided it meets all the other criteria within Part 1, Class E of the Town and Country Planning (General Permitted Development) (England) Order 2015, would not require planning permission. In this case, the proposal would measure about 4.9 metres high and be at least 0.5 metres from the side boundary with No. 55 and 1 metre from the side boundary and 7 metres from the rear building line of No. 57. It is not considered that there will be a material resultant overbearing impact or overshadowing to the adjacent neighbouring occupiers to the south given the proposal is dual pitched in shape and located to the north of them, the neighbouring properties are set approximately 0.5 metres higher than the application site and the side boundary is marked with blockwork/timber fencing which is approximately 2 metres high.

5.8 By nature of the proposal being a garage, a material loss of privacy will not occur to any neighbouring residents. In addition to this, the proposal would leave the occupiers of the host dwelling with an adequate level of private amenity space within in their garden.

5.9 Accordingly, the proposal would not result in a materially detrimental impact to the nearby occupiers, therefore, the proposal accords with saved policy H4.

#### 5.10 Transport and Parking

The proposed garage exceeds the size of a single garage as per the adopted standards and there is sufficient off-street parking in front to serve the property. There are therefore no highway safety objections to this proposal.

#### 5.11 Other Matters

Concern has been raised about the potential noise disturbance during the construction period. A condition relating to hours of construction is suggested, due to the proximity of neighbouring properties and to protect the amenity of the locality during the period of construction. Overall, there are no concerns about the impact of the proposal on the environment.

### 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 South Gloucestershire Local Plan (Adopted) January 2006 and the South Gloucestershire Local Plan Core Strategy

(Adopted) December 2013 set out above, and to all the relevant materials considerations set out in the report.

## **7. RECOMMENDATION**

- 7.1 That the application is **APPROVED** subject to the conditions on the decision notice.

**Contact Officer: Helen Braine**  
**Tel. No. 01454 863133**

## **CONDITIONS**

1. The development hereby permitted shall be begun before the expiration of three 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).

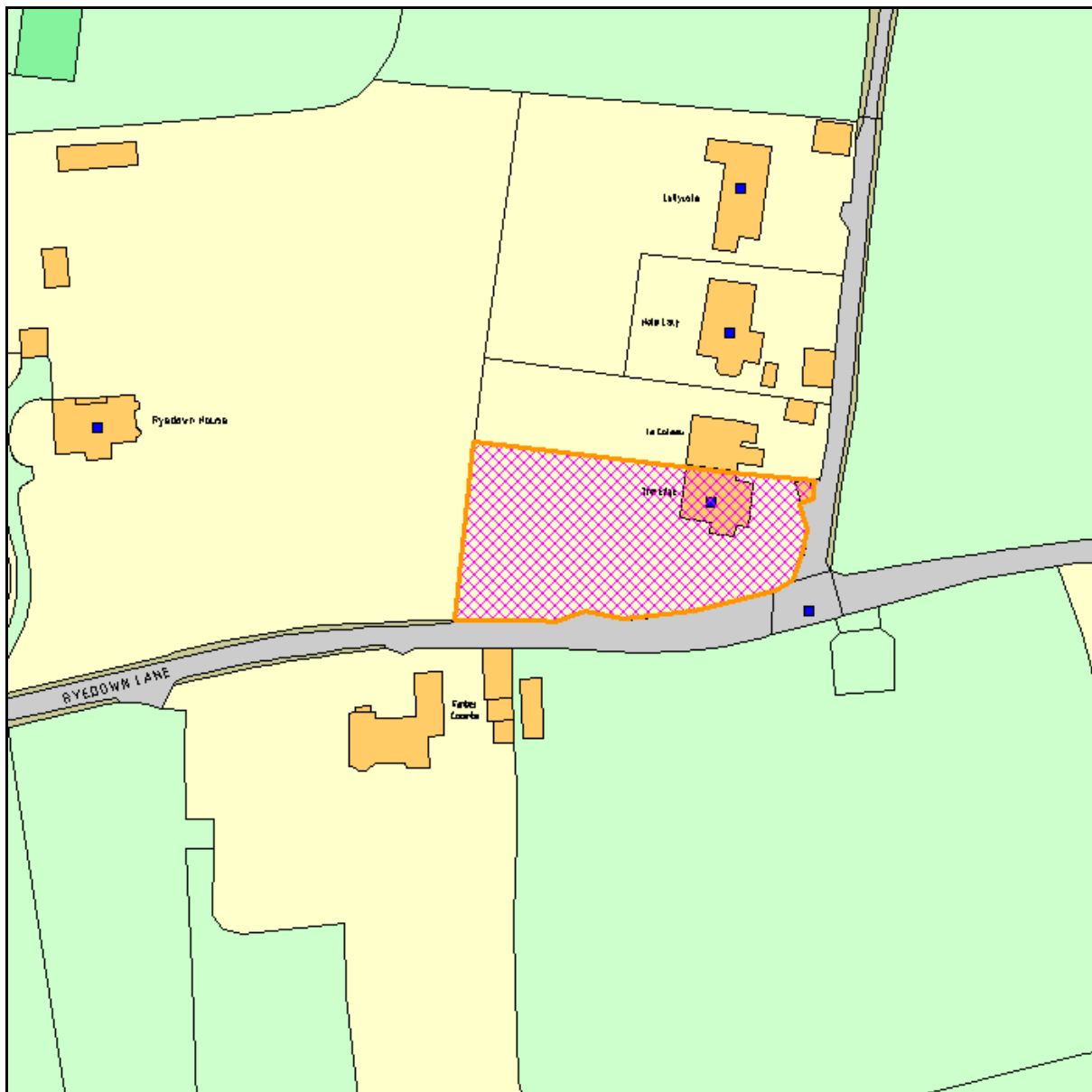
2. The hours of working on site during the period of construction shall be restricted to 7:30 to 18:00 Monday to Friday and 8:00 to 13:00 on Saturdays; and no working shall take place on Sundays or Public Holidays. The term 'working' shall, for the purpose of clarification of this condition include: 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 amenities of the occupiers of nearby dwelling houses, and to accord with Policy H4 of the South Gloucestershire Local Plan (Adopted) January 2006; Policy CS9 of the South Gloucestershire Local Plan : Core Strategy (Adopted) 2013 and the provisions of the National Planning Policy Framework.

## CIRCULATED SCHEDULE NO. 22/16 – 3 JUNE 2016

<b>App No.:</b>	PK16/1584/F	<b>Applicant:</b>	Mr Andrew Connor
<b>Site:</b>	The Edge Ryedown Lane Bitton Bristol South Gloucestershire BS30 6JF	<b>Date Reg:</b>	13th April 2016
<b>Proposal:</b>	Installation of 1no. replacement and 1no. new dormer window to side elevation, erection of replacement balcony to first floor side elevation.	<b>Parish:</b>	Bitton Parish Council
<b>Map Ref:</b>	367568 170552	<b>Ward:</b>	Bitton
<b>Application Category:</b>	Householder	<b>Target Date:</b>	3rd June 2016



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PK16/1584/F

## **REASONS FOR REPORTING TO CIRCULATED SCHEDULE**

The application has been referred to circulated schedule following an objection from the parish council. Under the current scheme of delegation where comments are received contrary to the findings of the officers report it must be decided via circulated schedule.

### **1. THE PROPOSAL**

- 1.1 The proposal seeks to introduce a replacement dormer window; a new dormer window to the side elevation and the erection of a Juliette balcony with glass balustrading in place of the existing balcony with timber balustrade.
- 1.2 The subject property is a one and a half storey semi-detached dormer bungalow built around the early 20th century. The property has rendered elevations and a gabled roof with various roof pitches. There was an existing balcony and side dormer window in the same location as the proposals.
- 1.3 A Certificate of lawfulness was submitted prior to this application however it was not found to be lawful. Planning permission is required as there is no provision for balconies or opening windows in side elevations within the Town and Country Planning (General Permitted Development) Order 2015.
- 1.4 The site is located outside the built up residential area of Bitton amongst a number of other residential units and within the Bristol/Bath Greenbelt.
- 1.5 The application is part retrospective and at the time of the site visit works had commenced.

### **2. POLICY CONTEXT**

#### **2.1 National Guidance**

National Planning Policy Framework March 2012

National Planning Policy Guidance 2014

#### **2.2 Development Plans**

South Gloucestershire Local Plan (Adopted) January 2006 (saved policies)

H4 Development within Existing Residential Curtilages

T12 Transportation

South Gloucestershire Local Plan Core Strategy Adopted December 2013

CS1 High Quality Design

CS4a Sustainable Development

CS5 Location of Development

CS8 Improving Accessibility

CS9 Managing the Environment and Heritage

#### **2.3 Supplementary Planning Guidance**

Design Checklist SPD (adopted) August 2006

Development in the Greenbelt SPD (adopted) June 2007

### **3. RELEVANT PLANNING HISTORY**

- 3.1 PK16/1207/CLP – Withdrawn – 31/03/2016 – Application for certificate of lawfulness for the proposed installation of replacement side dormer and balcony.
- 3.2 K6182 – Approval – 24/02/1989 – Erection of detached garage.

### **4. CONSULTATION RESPONSES**

- 4.1 Bitton Parish Council  
Objection – felt the design of the balcony and windows were inappropriate
- 4.2 Other Consultees  
Public Rights of Way  
No Objection but include a number of informatives preventing damage/diminution to the right of way.

#### **Other Representations**

- 4.3 Local Residents  
No Comments Received

### **5. ANALYSIS OF PROPOSAL**

- 5.1 Principle of Development  
Policy CS1 'High Quality Design' of the South Gloucestershire Core Strategy (adopted December 2013) states development proposals will only be permitted where the highest possible standards of design and site planning are achieved. Proposals should demonstrate that they; enhance and respect the character, distinctiveness and amenity of both the site and its context; have an appropriate density and its overall layout is well integrated with the existing development. Saved Policy H4 of the South Gloucestershire Local Plan (adopted 2006) is supportive in principle of development within the residential curtilage of existing dwellings. This support is subject to the proposal respecting the existing design of the dwelling and that it does not prejudice the residential and visual amenity; adequate parking provision; and has no negative effects on transportation.
- 5.2 Development within the Green Belt would be considered acceptable subject to assessment to elucidate whether they would constitute a disproportionate addition. The NPPF (2012) allows for limited extensions to buildings within the Green Belt providing that they do not result in disproportionate additions over and above the size of the original building. The South Gloucestershire Development within the Green Belt SPD states that any additions resulting in a volume increase of between 30%-50% will be subject to careful consideration and assessment. Any proposed development over and above 50% of the volume of the original building would be considered in excess of any reasonable definition of 'limited extension' and therefore inappropriate development in the greenbelt. The proposal accords with the principle of development subject to the consideration below.

5.3 Greenbelt

The application site is within the Bristol/Bath Greenbelt. The proposal will replace an existing dormer window with one of a similar size and the introduction of a new dormer window to the same side elevation. The scope of development will increase the volume a negligible amount as a result of the new dormer; however the proposal will result in the loss of the existing balcony as it will be replaced by the Juliette balcony resulting in an improvement on the impact on the greenbelt. Consequently the scheme is considered acceptable with regard to adopted local policy and the provisions of the NPPF.

5.4 Design and Visual Amenity

The proposal consists of the introduction of a dormer with French doors and balustrading to form a Juliette balcony. The original submission has been amended so the balcony will only be a Juliette balcony and no platform has been provided. The alterations will be in the location of an existing dormer window and balcony. The works are considered minor and not likely to significantly impact the visual amenity of the property or impose on the surrounding area. The proposal also includes the introduction of a window to the same elevation.

5.5 The proposals will be situated to the side elevation of the subject property, this elevation is oriented towards the road, however is significantly screened from the public realm as a result of vegetation and existing boundary treatments.

5.6 Objection was received from the parish council in relation to the appearance of the proposals. They commented that the balcony and windows proposed would detract from the character of the building. The subject property does have some special architectural interest but is not subject to any statutory or non-statutory designations. The proposal is for a dormer window and side window; these would be permitted by provisions of the Town and Country Planning (General Permitted Development) Order 2015 but would have to have obscured glazed windows and not open below 1.7 metres from the floor of the rooms in which they are situated. An application for a certificate of lawfulness for the same scheme was submitted and then withdrawn due to the abovementioned requirements. The proposal will replace the existing dormer and balcony with a reduced scheme (with no balcony). The proposed dormer will have a flat roof, however this is not an unusual design for such an application.

5.7 Overall, it is considered that the proposed alterations would not harm the character or appearance of the area and as such is considered acceptable in terms of visual amenity. Therefore, it is judged that the proposal has an acceptable standard of design and is considered to be 'in keeping' with policies CS1 and H4 and conforms to the criteria in the adopted Local Plan.

5.8 Residential Amenity

Policy H4 of the adopted Local Plan gives the Council's view on new development within existing residential curtilages. Proposals should not prejudice the residential amenity (through overbearing, loss of light and loss of privacy) of neighbouring occupiers as well as the private amenity space of the host dwelling.

- 5.9 The proposal will not result in any additional building form and consequently would not result in any overbearing impact on nearby occupiers. The host property and proposed balcony is also situated a significant distance from nearby residential units and would not be considered to result in an unacceptable level of overlooking or loss of privacy and is therefore acceptable.
- 5.10 The subject property is located just outside the built up residential area and given the scale and location of the proposed development will not result in an unacceptable detrimental impact on the residential amenity of its nearby occupiers, meaning the proposal is in accordance with saved policy H4 of the adopted Local Plan.
- 5.11 Sustainable Transport and Parking Provision  
The proposal will not impact on the current parking arrangement and would not be required to provide any further parking spaces, consequently there are no adverse highway concerns to address, meaning the proposal is in accordance with saved policy T12 of the Local Plan (2006). The council has no objection to the proposal in relation to highway safety or parking provision.

## 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 South Gloucestershire Local Plan (Adopted) January 2006 and the South Gloucestershire Local Plan Core Strategy (Adopted) December 2013 set out above, and to all the relevant material considerations set out in the report.

## 7. RECOMMENDATION

- 7.1 That the application be **APPROVED** subject to the conditions attached to the decision notice.

**Contact Officer: Hanni Osman**  
**Tel. No. 01454 863787**

## CONDITIONS

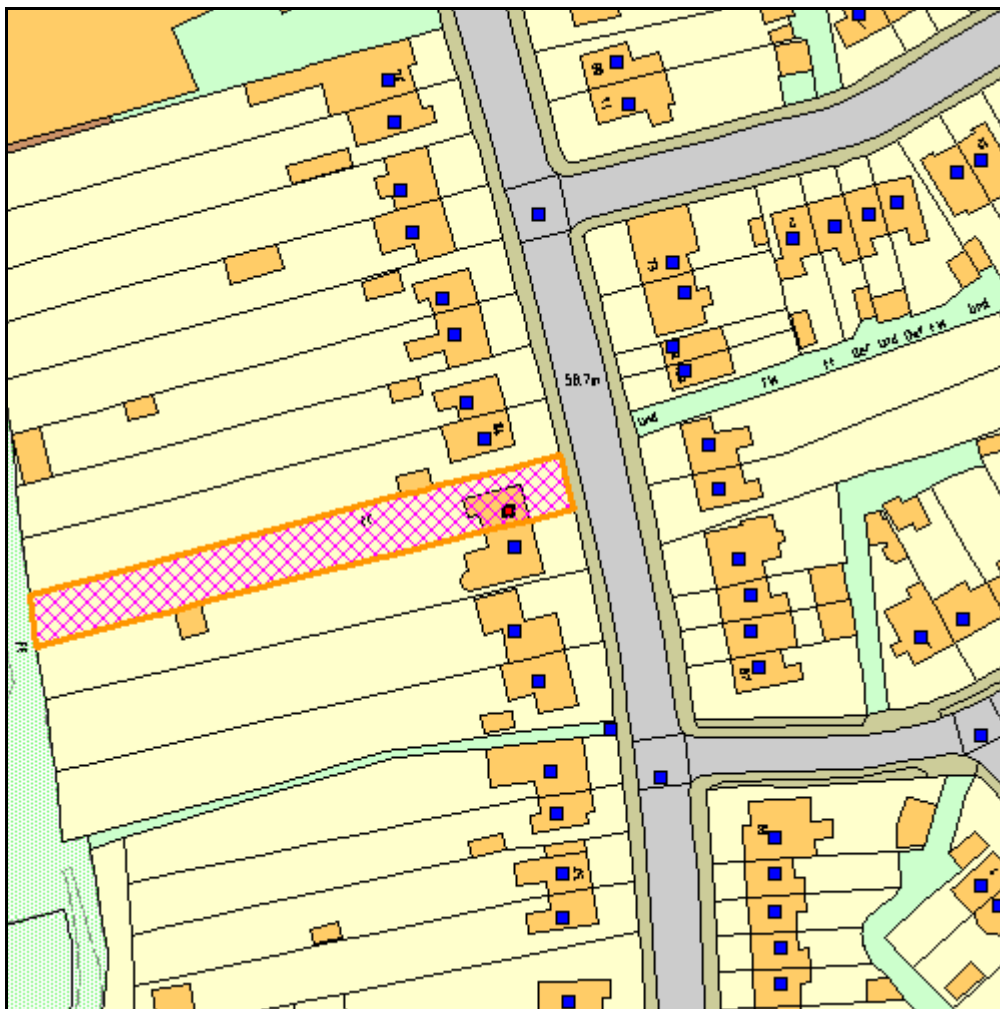
1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason

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

**CIRCULATED SCHEDULE NO. 22/16 – 3 JUNE 2016**

<b>App No.:</b>	PK16/1654/F	<b>Applicant:</b>	Mr And Mrs Dingley
<b>Site:</b>	40 Memorial Road Hanham Bristol South Gloucestershire BS15 3JQ	<b>Date Reg:</b>	20th April 2016
<b>Proposal:</b>	Erection of single storey side/rear extension and two storey and single storey rear extensions to form garage and additional living accommodation.	<b>Parish:</b>	Hanham Abbots Parish Council
<b>Map Ref:</b>	363806 171917	<b>Ward:</b>	Hanham
<b>Application Category:</b>	Householder	<b>Target Date:</b>	14th June 2016



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PK16/1654/F



## **REASON FOR REPORTING TO CIRCULATED SCHEDULE**

The planning application has been referred to the Council's Circulated Schedule procedure due to a comment received by a local resident.

### **1. THE PROPOSAL**

- 1.1 The application seeks planning permission for the erection of a single storey side/ rear which will wrap around the property and a two storey rear extension to form additional living accommodation and garage at 40 Memorial Road Hanham.
- 1.2 The host dwelling is a semi-detached two-storey property located within the settlement boundary. The dwelling has a hipped roof with a front gable. The elevations are a mixture of red brick and pink painted render.
- 1.3 Revised parking plans were requested following consultation comments received from Sustainable Transport. Following revised plans being submitted a period of reconsultation was offered to the Sustainable Transport Officer.

### **2. POLICY CONTEXT**

#### 2.1 National Guidance

National Planning Policy Framework March 2012  
National Planning Policy Guidance 2014

#### 2.2 Development Plans

South Gloucestershire Local Plan (Adopted) January 2006 (saved policies)

H4 Development within Existing Residential Curtilages, Including Extensions and New Dwellings

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

#### 2.3 Supplementary Planning Guidance

Design Checklist Supplementary Planning Document (adopted) August 2007  
Residential Parking Standards Supplementary Planning Document (adopted) December 2013

### **3. RELEVANT PLANNING HISTORY**

- 3.1 No planning history available.

### **4. CONSULTATION RESPONSES**

- 4.1 Hanham Abbots Parish Council  
No objection to the proposal.

- 4.2 Hanham Parish Council  
No comments received regarding the proposal.
- 4.3 Sustainable Transport  
Further to revised plans being submitted, the required level of parking can be accommodated within the site boundary. As such there are no transportation objections to the proposed development subject to conditions.
- 4.4 The Archaeology Officer Natural and Built Environment Team  
No archaeological objection.

### **Other Representations**

- 4.5 Local Residents  
One letter has been received, raising points that are neither in support nor objection of the proposal but highlighting the following points:
- No encroachment is made to their property at any time, particularly with regards to:
    - o The construction of foundations
    - o No overhang of the roof
    - o No disruption to boundary fencing
    - o All scaffolding is kept within the boundary of no. 40 Memorial Road.

## **5. ANALYSIS OF PROPOSAL**

- 5.1 Principle of Development  
Policies CS1 of the South Gloucestershire Core Strategy (adopted December 2013) and Saved Policy H4 of the South Gloucestershire Local Plan (adopted January 2006) are both supportive in principle. Saved Policy H4 is supportive providing development is within the curtilage of existing dwellings, the design is acceptable with relation to policy CS1 of the Core Strategy, providing that there is safe and adequate parking, and also providing the development has no negative effects on transport.  
Policy CS1 of the Core Strategy exists to make sure developments enhance and respect the character, distinctiveness and amenity of the site and its context. The proposal shall be determined against the analysis below.

- 5.2 Design and Visual Amenity  
The application site is a two-storey semi-detached dwellinghouse located in Hanham. The property is located on Memorial Road, with an area of hardstanding separating the host dwelling from the highway. The application seeks approval for the erection of a single storey side/ rear extension which will wrap around the property and a two-storey rear extension. The extensions will be used to provide a garage and additional living accommodation.

The proposed two-storey rear extension will be subordinate to the existing dwelling and will not be visible from the existing street scene. The proposed two storey rear extension will have a pitched roof which intercepts the existing hipped roof. The proposed single storey wrap around extension will have a hipped roof.

The existing dwelling has red double roman roof tiles, a mixture of red brick and painted render elevations and pvc windows and doors. The materials which would be utilised in the proposal match those of the existing dwelling.

The proposal respects the character of the site and the wider context as well as being of an appropriate scale and proportion with the original dwelling and surrounding properties. Thus, the proposal satisfies policy CS1 of the adopted Core Strategy.

### 5.3 Residential Amenity

Saved policy H4 of the adopted Local Plan states that proposals for development within existing residential curtilages will only be permitted where they would not prejudice the amenity of nearby occupiers.

The applicant site is a semi-detached two-storey property located within the settlement boundary. The site utilised the boundary treatments of 1.8 metre fences.

The proposed extension has no side elevation window. There are a number of velux roof lights proposed within the single storey side and rear extension which are not considered to have an adverse impact regarding overlooking. The proposed first floor rear extension will have a window in a similar location to the existing window, as such it is not considered to result in a detrimental impact regarding overlooking. There are proposed bi-fold doors and a window in the single storey rear extension, because of the boundary treatments these are not considered to result in a detrimental impact regarding overlooking.

Due to the majority of the proposal being single storey it is not considered to be significantly overbearing. Furthermore, the proposed extensions are unlikely to affect the private amenity space of the existing residents or any future residents as there is a large rear garden available.

Overall the proposal would not result in any adverse impacts on the residential amenity of neighbouring occupiers or future occupiers. As such the proposal is considered acceptable in terms of saved policy H4 of the Local Plan (adopted) 2006.

### 5.4 Highways

Further to revised plans being submitted showing two parking spaces will be provided to the frontage of the site in addition to the proposed garage; the level of parking to be provided complies with the Council's residential parking standards. As such, there are to transportation objections subject to conditions.

### 5.5 Other Issues

A letter neither objecting nor supporting the proposal has been received by a neighbouring resident. The letter highlights that there should be no encroachment from the applicant site to their property, the matters raised relate to the Party Walls Act and are covered by informatives visible on the decision notice.

## 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 South Gloucestershire Local Plan (Adopted) January 2006 and the South Gloucestershire Local Plan Core Strategy (Adopted) December 2013 set out above, and to all the relevant material considerations set out in the report.

## 7. **RECOMMENDATION**

- 7.1 That the application is **APPROVED** with conditions.

**Contact Officer:** Fiona Martin  
**Tel. No.** 01454 865119

### **CONDITIONS**

1. The development hereby permitted shall be begun before the expiration of three 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).

2. The extension shall not be occupied until the associated vehicle parking areas and manoeuvring areas have been drained and surfaced in accordance with the details approved in writing by the Local Planning Authority, including the removal of the whole front boundary wall, the surface shall be constructed with permeable bound surface material (i.e. no loose stone). The facilities so provided shall not be used, thereafter, for any purpose other than the parking and manoeuvring of vehicles.

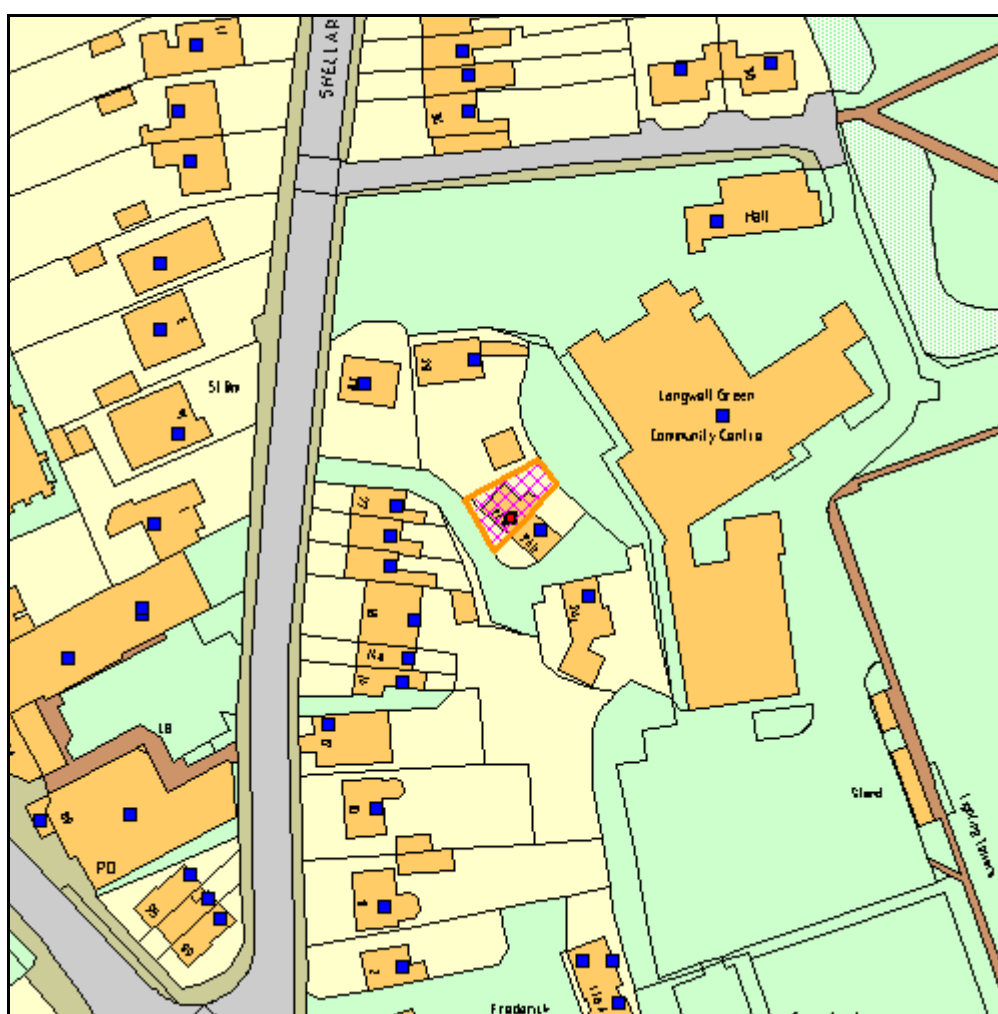
Reason

To ensure the satisfactory provision of parking facilities and in the interest of highway safety and the amenity of the area, and to accord with Policy CS8 of the South Gloucestershire Local Plan; Core Strategy (Adopted) December 2013; and the South Gloucestershire Residential Parking Standards SPD (Adopted) December 2013.

**CIRCULATED SCHEDULE NO. 22/16 – 3 JUNE 2016**

<b>App No.:</b>	PK16/1656/F	<b>Applicant:</b>	Ms Mandy Gill
<b>Site:</b>	24A Shellards Road Longwell Green Bristol South Gloucestershire BS30 9DU	<b>Date Reg:</b>	14th April 2016
<b>Proposal:</b>	Erection of single storey and two storey rear extension to provide additional living accommodation.	<b>Parish:</b>	Oldland Parish Council
<b>Map Ref:</b>	365870 171161	<b>Ward:</b>	Longwell Green
<b>Application Category:</b>	Householder	<b>Target Date:</b>	8th June 2016

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PK16/1656/F

## **REASON FOR REPORTING TO CIRCULATED SCHEDULE**

This application has been submitted to the Council's Circulated Schedule procedure following an objection from a local resident which is contrary to the officer recommendation detailed within this report.

### **1. THE PROPOSAL**

- 1.1 This application seeks planning permission for a two-storey and single storey rear extension at 24A Shellards Road, Longwell Green. The existing conservatory is to be removed to facilitate this.
- 1.2 Permission is sought for the extension to provide a larger open plan living space at ground floor level and a small bedroom at first floor level.
- 1.3 The earlier application, which also proposed a two-storey side extension, was withdrawn to take into account vehicular parking arrangements and design concerns.

### **2. POLICY CONTEXT**

- 2.1 National Guidance  
National Planning Policy Framework March 2012  
National Planning Practice Guidance
- 2.2 Development Plans  
  
South Gloucestershire Local Plan Core Strategy Adopted December 2013  
CS1 High Quality Design  
CS8 Improving Accessibility  
  
South Gloucestershire Local Plan Adopted January 2006 Saved Policies  
T12 Transportation  
H4 Development within Existing Residential Curtilages
- 2.3 Supplementary Planning Guidance
  - (a) South Gloucestershire Design Checklist (Adopted) August 2007
  - (b) Residential Parking Standard (Adopted) December 2013

### **3. RELEVANT PLANNING HISTORY**

- 3.1 PK16/0747/F                  Withdrawn                  11/04/2016  
Erection of two storey and single storey front side and rear extension to form additional living accommodation  
*Withdrawn following parking and design concerns.*
- 3.2 PK11/0833/F                  Approve with conditions          11/05/2011  
Erection of rear conservatory.

#### **4. CONSULTATION RESPONSES**

4.1 Oldland Parish Council  
No objection.

4.2 Hanham Abbots Parish Council  
No comment received.

4.3 Other Consultees

Sustainable Transport  
No objection.

#### **Other Representations**

4.4 Local Residents  
One letter of objection has been received, stating that the build will cause part of the car port at no. 24B to be lost.

#### **5. ANALYSIS OF PROPOSAL**

5.1 Principle of Development  
Saved Policy H4 of the South Gloucestershire Local Plan is supportive in principle of proposals for alterations and extensions to existing dwellings within their curtilage, providing that the design is acceptable and in accordance with policy CS1 of the Core Strategy, and that there is no unacceptable impact on residential and visual amenity, and also that there is safe and adequate parking provision and no negative effects on transportation. Therefore, the proposal is acceptable in principle but should be determined against the analysis set out below.

5.2 Design  
The proposed extension will consist of a two-storey rear extension with a gable roofline at a perpendicular angle to the host dwelling, and will be situated towards the northern side of the rear elevation. The single storey part of the extension will extend the same distance, and the cumulative footprint of the additions is considered to be modest and an appropriate scale given the size of the existing dwelling. The side extension element previously withdrawn has been removed from the proposal, following concerns that it would unbalance the pair of semi-detached properties. A condition on the decision notice will ensure the materials for the external surfaces will match the host property, which is consistent with the other properties in the vicinity. Subject to this, the development is acceptable in terms of policy CS1 of the Core Strategy (Adopted) December 2013.

5.3 Residential Amenity  
Residential amenity should not be harmed as a result of development. Amenity should be considered in terms of the application site and all nearby occupiers. The proposed development will have little impact on the amenity of the application site. Part of the area on which the extension is proposed already housed the existing conservatory, and the increase in footprint is not significant.

Adequate private amenity space will remain for a three-bedroom dwelling once the development is complete.

- 5.4 The rear facing proposed windows are acceptable as they provide only indirect views into neighbouring gardens, which is a common viewpoint in a high density residential area such as Longwell Green. The first floor side window is proposed to be obscure glazed and the applicant will be unable to change this to clear glass in the future as it is not permitted development. The two-storey part of the extension is set back from the immediate neighbour to the north of the plot, is an adequate distance from no. 26 to the north, and is not considered to be overbearing. The development is in accordance with policy H4 of the Local Plan (Adopted) January 2006.

5.5 Transport

The previously withdrawn application did not show any parking, however this submission shows that three spaces can be provided on land under the applicant's ownership on the opposite side of no. 24B. This is in excess of the residential parking standards currently adopted by the Council and therefore there is no transportation objection to the proposal.

- 5.6 A neighbour has raised an objection stating the build will remove part of their car port. From looking at the plans and from the officer site visit, the development does not appear to encroach across the boundary, and the applicant has confirmed that it does not. This is a civil issue rather than a planning issue, however the applicant will be reminded that they cannot carry out works on land which does not belong to them by adding an informative to that effect to any decision notice granted.

## 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 South Gloucestershire Local Plan (Adopted) January 2006 and the South Gloucestershire Local Plan Core Strategy (Adopted) December 2013 set out above, and to all the relevant material considerations set out in the report.

## 7. RECOMMENDATION

- 7.1 That planning permission is **GRANTED** subject to the conditions on the decision notice.

Contact Officer: **Trudy Gallagher**  
Tel. No. **01454 862217**



## **CONDITIONS**

1. The development hereby permitted shall be begun before the expiration of three 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).

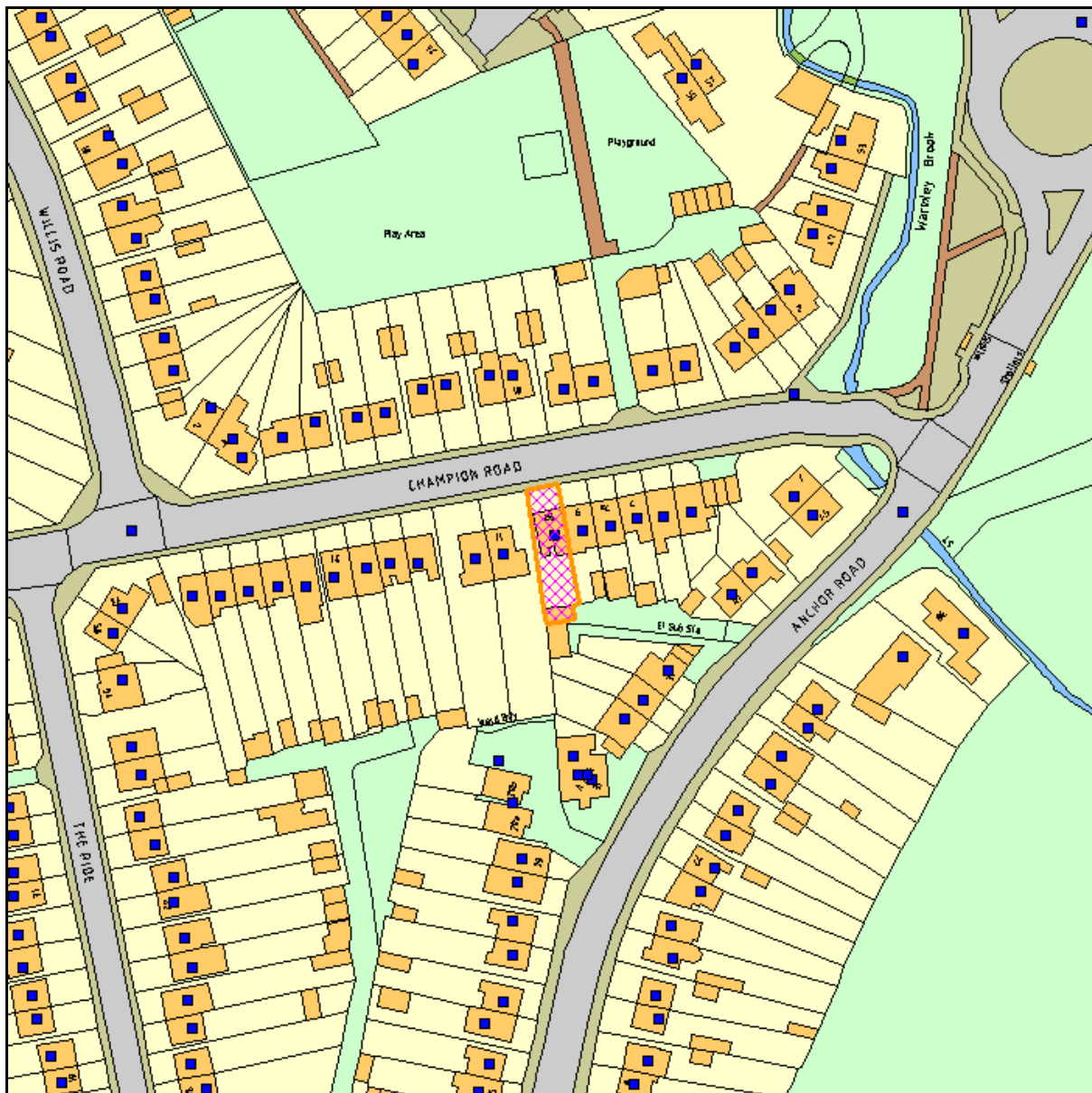
2. The materials to be used in the construction of the external surfaces of the extension hereby permitted shall match those used in the existing building.

Reason

To ensure a satisfactory standard of external appearance and to accord with Policy CS1 of the South Gloucestershire Local Plan: Core Strategy (Adopted) December 2013; and the National Planning Policy Framework.

**CIRCULATED SCHEDULE NO. 22/16 – 3 JUNE 2016**

<b>App No.:</b>	PK16/1711/CLP	<b>Applicant:</b>	Mr George Beck
<b>Site:</b>	9A Champion Road Kingswood Bristol South Gloucestershire BS15 4SU	<b>Date Reg:</b>	18th April 2016
<b>Proposal:</b>	Application for a certificate of lawfulness for the proposed installation of a rear dormer to facilitate loft conversion.	<b>Parish:</b>	None
<b>Map Ref:</b>	366132 174623	<b>Ward:</b>	Rodway
<b>Application Category:</b>	Certificate of Lawfulness	<b>Target Date:</b>	8th June 2016



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PK16/1711/CLP

## **REASON FOR REPORTING TO CIRCULATED SCHEDULE**

This application is for a Certificate of Lawfulness, and as such, according to the current scheme of delegation, is required to be taken forward under the Circulated Schedule procedure.

### **1. THE PROPOSAL**

- 1.1 The applicant is seeking a formal decision as to whether the proposed erection of a rear dormer at 9A Champions Road, Kingswood would be lawful development. This is based on the assertion that the proposal falls within the permitted development rights normally afforded to householders under the Town and Country Planning (General Permitted Development) (England) Order 2015.
- 1.2 The application is formal way of establishing whether the proposal requires planning permission or not. Accordingly there is no consideration of planning merit, the decision is based on the facts presented.

### **2. POLICY CONTEXT**

#### **2.1 National Guidance**

Town and Country Planning Act 1990 (As Amended) 1990 section 192  
Town and Country Planning (General Permitted Development) (England) Order 2015 (GPDO)

The submission is not a full planning application this the Adopted Development Plan is not of relevance to the determination of this application; the decision rests on the evidence that has been submitted. If the evidence submitted demonstrates that the proposed use is lawful on the balance of probabilities, the Local Planning Authority must grant a Certificate confirming the proposed development is lawful against the GPDO.

### **3. RELEVANT PLANNING HISTORY**

- 3.1 PK16/1737/PNH – No Objection – 24/05/2016 – Erection of single storey rear extension which would extend beyond the rear wall of the original house by 3.3 metres, for which the maximum height would be 3.7 metres and the height of the eaves would be 2.8 metres. (Prior Notification).

### **4. CONSULTATION RESPONSES**

#### **4.1 Unparished Area**

No Comment Available

#### **4.2 Other Consultees**

No Comments Received

#### **Other Representations**

#### **4.3 Local Residents**

No Comment Received

## 5. SUMMARY OF EVIDENCE IN SUPPORT OF APPLICATION

- 5.1 Application Form; Block Plan; Section and Elevations as Existing and Proposed; and Floor Plans.

## 6. ANALYSIS OF PROPOSAL

### 6.1 Principle of Development

The application for a Certificate of Lawfulness is purely an evidential test and is a formal way of establishing whether or not the proposed development can be implemented lawfully, without the need for planning permission. Accordingly there is not consideration of planning merit, the application is based on the facts presented. This submission is not an application for planning permission and as such the development plan is not of relevance to the determination of this application; the decision rests upon the evidence that has been submitted. If the evidence submitted demonstrates that the proposed use is lawful, on the balance of probabilities, the Local Planning Authority must grant a certificate confirming that the proposed development is lawful.

- 6.2 The key issue in this instance is to determine whether the proposal falls within the permitted development rights afforded to the householders under Schedule 2, Part 1 Classes B and G of the GPDO (2015).

- 6.3 The proposed development consists of the introduction of a rear dormer to facilitate a loft conversion. This development would be within Schedule 2, Part 1 Class B of the GPDO (2015), which allows additions etc to the roof of a dwellinghouse provided it meets the criteria detailed below:

- (a) Permission to use the dwellinghouse as a dwellinghouse has been granted only by virtue of Class M, N, P or Q of Part 3 of this Schedule (changes of use)**

The dwellinghouse was not granted under classes M, N, P or Q of Part 3.

- (b) Any part of the dwellinghouse would, as a result of the works, exceed the height of the highest part of the existing roof;**

The proposal would not exceed the height of the highest part of the existing roof.

- (c) Any part of the dwellinghouse as a result of the works, extend beyond the plane of any existing roof slope which forms a principle elevation of the dwellinghouse and fronts a highway;**

The proposal will be situated to the rear elevation and does not front a highway.

- (d) **The cubic content of the resulting roof space would exceed the cubic content of the original roof space by more than –**  
(i) **40 cubic metres in the case of a terrace house, or**  
(ii) **50 cubic metres in any other case**

The proposal would result in an additional volume of approximately 12.25 cubic metres.

- (e) **It would consist of or include –**  
(i) **the construction or provision of a verandah, balcony or raised platform, or**  
(ii) **the installation, alteration or replacement of a chimney, flu or soil and vent pipe;**

Not applicable.

- (f) **The dwellinghouse is on article 2(3) land.**

The host dwelling is not on article 2(3) land.

**B.2 Development is permitted by Class B subject to the following conditions—**

- (a) **the materials used in any exterior work must be of a similar appearance to those used in the construction of the exterior of the existing dwellinghouse;**

The materials used will be of a similar appearance.

- (b) **the enlargement must be constructed so that –**  
(i) **other than in the case of a hip-to-gable enlargement or an enlargement which joins the original roof to the roof of a rear or side extension –**  
(aa) **the eaves of the original roof are maintained or reinstated; and**  
(bb) **the edge of the enlargement closest to the eaves of the original roof is, so far as practicable, not less than 0.2 metres from the eaves, measure along the roof slope from the outside edge of the eaves; and**  
(ii) **other than in the case of an enlargement which joins the original roof to the roof of a side or rear extension, no part of the enlargement extends beyond the outside face of any external wall of the original dwellinghouse; and**

The proposal would be greater than 0.2 metres from the outside edge of the eaves of the original roof and does not protrude beyond the outside face of any external wall of the original dwellinghouse.

- (c) **any window inserted on a wall or roof slope forming a side elevation of the dwellinghouse must be-**

- (i) **Obscure-glazed, and**
- (ii) **Non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is to be installed.**

Not applicable

## **7. RECOMMENDATION**

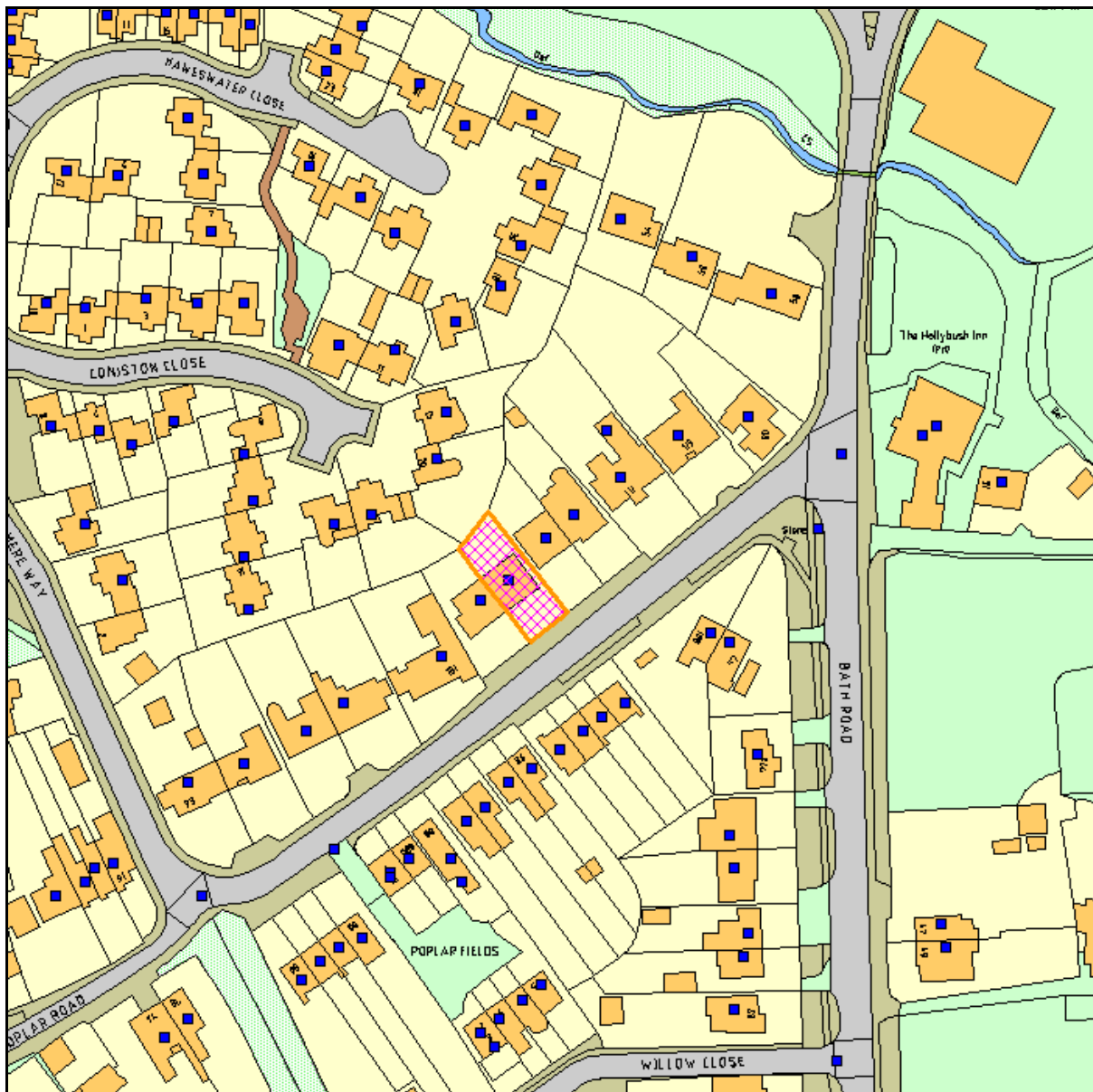
- 7.1 That a certificate of Lawfulness for Proposed Development is **granted** for the following reason:

Evidence has been provided to demonstrate that the proposed extension would be allowed as it is considered to fall within the permitted rights afforded to householders under Schedule 2; Part 1, Classes B of the Town and Country Planning General Permitted Development Order 2015.

**Contact Officer: Hanni Osman**  
**Tel. No. 01454 863787**

## CIRCULATED SCHEDULE NO. 22/16 – 3 JUNE 2016

<b>App No.:</b>	PK16/1834/F	<b>Applicant:</b>	Mr And Mrs A Thomas
<b>Site:</b>	105 Poplar Road Warmley Bristol South Gloucestershire BS30 5JS	<b>Date Reg:</b>	27th April 2016
<b>Proposal:</b>	Erection of single storey rear extension and first floor front extension to provide additional living accommodation. Erection of front porch and canopy over existing garage.	<b>Parish:</b>	Bitton Parish Council
<b>Map Ref:</b>	367823 172783	<b>Ward:</b>	Oldland Common
<b>Application Category:</b>	Householder	<b>Target Date:</b>	20th June 2016



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PK16/1834/F

## **REASON FOR REPORTING TO CIRCULATED SCHEDULE**

This application appears on the Circulated Schedule as a result of a consultation response received, contrary to Officer recommendation.

### **1. THE PROPOSAL**

- 1.1 The application is for the erection of a single storey rear extension and first floor front extension to provide additional living accommodation and the erection of a front porch and canopy over existing garage.
- 1.2 The property is a modern linked detached dwelling located on a row containing similar properties, properties within the residential area of Warmley.

### **2. POLICY CONTEXT**

- 2.1 National Guidance  
National Planning Policy Framework  
National Planning Policy Guidance
- 2.2 Development Plans  
South Gloucestershire Local Plan (Adopted) January 2006  
H4 Development within Existing Residential Curtilages, Including Extensions and New Dwellings  
T12 Transportation  
  
South Gloucestershire Local Plan Core Strategy Adopted December 2013  
CS1 High Quality Design  
CS8 Access/Transport
- 2.3 Supplementary Planning Guidance  
South Gloucestershire Design Checklist (Adopted) 2007.  
South Gloucestershire Parking Standards SPD

### **3. RELEVANT PLANNING HISTORY**

- 3.1 None relevant

### **4. CONSULTATION RESPONSES**

- 4.1 Bitton Parish Council  
No objection

#### Sustainable Transportation

Planning permission is sought to extend the existing dwelling to provide additional living accommodation. No change to the number of bedrooms on the first floor is proposed as part of this development. There is also no change to the existing vehicular access and parking arrangements.

In light of the above, there is no transportation objection to the proposed development.



## **Other Representations**

### **4.2 Local Residents**

I comment has been received, as follows:

*'This extension will almost be up to our garden fence and the first floor extension will overlook our rear garden. This will affect our privacy in our garden as their rear garden is so small. We have no objection to a single storey extension, although we will have to tolerate the disruption of noise and dust etc. But the first floor extension we are definitely against'.*

## **5. ANALYSIS OF PROPOSAL**

### **5.1 Principle of Development**

Policy H4 of the South Gloucestershire Local Plan (Adopted) 2006 advises that proposals should respect the massing, scale, proportions, materials and overall design of the existing property and the character of the street scene and surrounding area, they shall not prejudice the amenities of nearby occupiers, and shall not prejudice highway safety nor the retention of an acceptable level of parking provision or prejudice the retention of adequate amenity space.

### **5.2 Design**

The proposals are considered to be of an appropriate standard in design and are not out of keeping with the character of the main dwelling house and surrounding properties. The proposals are of an acceptable size in comparison to the existing dwelling and the site and surroundings. Materials would match those of the existing dwelling.

### **5.3 Residential Amenity**

With regards to the comments received, from the property to the rear, only a single storey extension is proposed on this elevation. This, as suggested, would be acceptable and is not considered to materially impact upon residential amenity. Any first floor extension relates to a small 'infill' of the first floor on the front of the dwelling. This would essential infill a recessed window area in line with the front of the dwelling and in its own right would not give rise to additional impact. The application description has been amended slightly to make this clearer.

5.4 The length, size, location and orientation of the proposals therefore are not considered to give rise to any significant or material overbearing impact on adjacent properties. Further to this sufficient garden space remains to serve the property.

### **5.5 Transportation**

The proposals are acceptable in transportation terms.

## **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 proposals are of an appropriate standard in design and are not out of keeping with the main dwelling house and surrounding properties. Furthermore the proposal would not harm the amenities of the neighbouring properties by reason of loss of privacy or overbearing impact. Adequate parking can be provided on the site. As such the proposal accords with Policies H4 and T12 of the South Gloucestershire Local Plan (Adopted) 2006 and CS1 and CS8 of the South Gloucestershire Local Plan Core Strategy Adopted December 2013.
- 6.3 The recommendation to grant permission has been taken having regard to the policies and proposals in the South Gloucestershire Local Plan (Adopted) January 2006 set out above, and to all the relevant material considerations set out in the report.

## **7. RECOMMENDATION**

- 7.1 That planning permission is granted, subject to the conditions recommended.

**Contact Officer: Simon Ford**  
**Tel. No. 01454 863714**

## **CONDITIONS**

1. The development hereby permitted shall be begun before the expiration of three 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).

2. The materials to be used in the construction of the external surfaces of the extension hereby permitted shall match those used in the existing building.

Reason

To ensure a satisfactory standard of external appearance and to accord with Policy CS1 of the South Gloucestershire Local Plan: Core Strategy (Adopted) December 2013; and the National Planning Policy Framework.

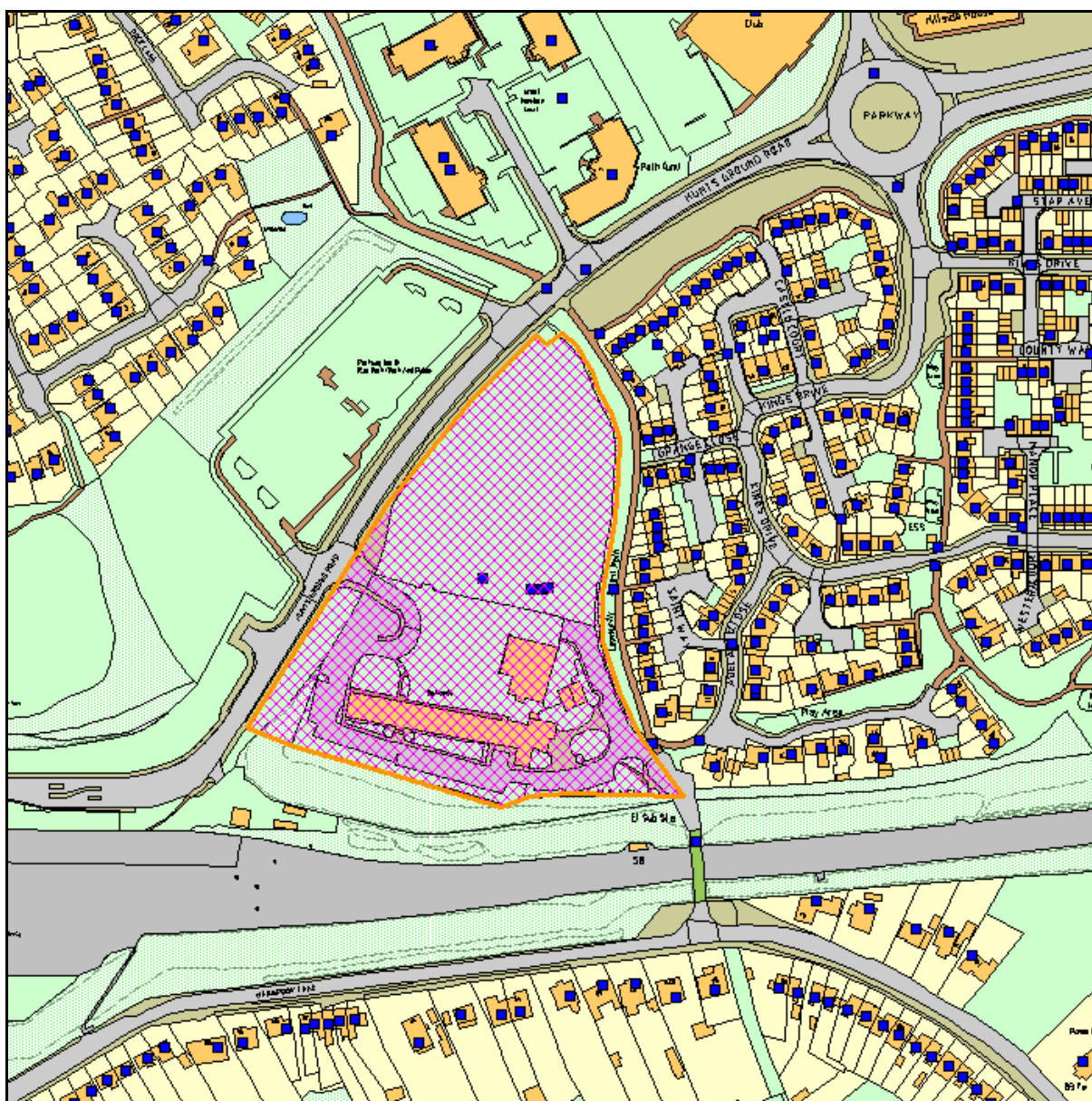
3. The hours of working on site during the period of construction shall be restricted to 08.00 - 18.00 Mondays to Fridays; 08.00 - 13.00 Sundays and no working shall take place on Sundays or Public Holidays. The term 'working' shall, for the purpose of clarification of this condition include: the use 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 amenities of the occupiers of nearby dwelling houses, and to accord with Policy H4 of the South Gloucestershire Local Plan (Adopted) January 2006; and the provisions of the National Planning Policy Framework.

**CIRCULATED SCHEDULE NO. 22/16 – 3 JUNE 2016**

<b>App No.:</b>	PT15/5197/O	<b>Applicant:</b>	Ashfield Land
<b>Site:</b>	Parklands Hambrook Lane Stoke Gifford South Gloucestershire BS34 8QU	<b>Date Reg:</b>	9th December 2015
<b>Proposal:</b>	Demolition of existing buildings to facilitate erection of up to 18,500 square metres office accommodation (Class B1), associated outbuildings, basement, decked car park and access. Outline application with access, layout and scale to be determined. All other matters reserved.	<b>Parish:</b>	Stoke Gifford Parish Council
<b>Map Ref:</b>	362990 179696	<b>Ward:</b>	Stoke Gifford
<b>Application Category:</b>	Major	<b>Target Date:</b>	8th March 2016



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**REASON FOR REPORTING TO THE CIRCULATED SCHEDULE**

This application is referred to the circulated schedule as objections have been received which are contrary to the officer's recommendation for approval. This application is also referred to the circulated schedule for determination as the recommendation to grant planning permission is subject to a legal agreement under section 278 of the Highways Act 1980 (as amended) to secure funds to redesign the Metrobus stop.

**1. THE PROPOSAL**

- 1.1 This application seeks outline planning permission for the erection of an office building (and associated works) at a site known as 'Parklands' in Stoke Gifford. The proposed building would provide 18,500 square metres of floor space falling within a B1(a) use, as defined by the Town and Country Planning (Use Classes) Order 1987 (as amended). The application is presented in outline form with access, layout, and scale to be determined leaving appearance and landscaping as reserved matters for consideration at a later date.
- 1.2 Although the site address is given as Hambrook Lane, the site is primarily accessed from Hunts Ground Road. At present the site is occupied by a linear 3-storey office building (occupied by ISG) towards the southern end. The northern part of the site formerly contained various early- to mid-century industrial and storage/warehousing buildings. These buildings have been cleared at some point in the past and the northern part of the site is now open previously developed land.
- 1.3 In terms of the local area surrounding the site, immediately to the east is an area of relatively high-density housing. This is separated from the application site by a hedge and public right of way. Beyond the housing estate, construction of the Stoke Gifford Transport Link is currently in progress. This new road would link this part of Stoke Gifford (known as Parkway North) with the A4174 Avon Ring Road between its junction with the M32 and the University of the West of England Frenchay Campus. To the south of the application site runs the South Wales Mainline railway. At the point the railway is in a cutting with Bristol Parkway Railway Station to the west and an embankment (and bridge) over the M4 to the east. Further south than the railway is Hambrook Lane, on which a number of residential properties are located. However, the nature of Hambrook Lane and a whole swathe of land to the south and east of it will change as the East of Harry Stoke New Neighbourhood is developed in the near future. Finally, to the north of the site there are 2 predominant land uses. By the access to the site from Hunts Ground Road is situated the Parkway North Park and Ride site. This car park currently provides limited term chargeable parking from which users may walk to the nearby railway station. However, in due course the site will be served by the Metrobus and become a more formal park and ride facility. The second land use to the north of the site is office accommodation in the form of the Great Western Court and Parkway North business parks. Within this area there is also a small shopping facility (although it was noted at the time of the case officer's visit that the largest shop unit was fire damaged) and a private

leisure club. Further residential accommodation is situated to the north of the business parks.

- 1.4 In terms of land use designations and constraints, the site is located within the existing urban area of the north fringe of Bristol. A public right of way runs along the eastern boundary and over the railway via an accommodation bridge. The site has formally been used as a brickworks which means that it may be of archaeological interest but also that there is the potential for the land to suffer from contamination. The southern end of the site where the existing building stands is an interim safeguarded area for economic development under policy CS12(50). However, the remainder of the site is safeguarded for a park and ride facility under policy T3 of the Local Plan.

## **2. POLICY CONTEXT**

### **2.1 National Guidance**

National Planning Policy Framework March 2012

### **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  
CS6 Infrastructure and Developer Contributions  
CS8 Improving Accessibility  
CS9 Managing the Environment and Heritage  
CS11 Distribution of Economic Development Land  
CS12 Safeguarded Areas for Economic Development  
CS13 Non-Safeguarded Areas for Economic Development  
CS25 Communities of the North Fringe of Bristol Urban Area  
CS27 East of Harry Stoke New Neighbourhood

#### South Gloucestershire Local Plan Adopted January 2006 (Saved Policies)

L1 Landscape  
L5 Open Areas  
L9 Species Protection  
L11 Archaeology  
EP2 Flood Risk and Development  
EP6 Contaminated Land  
T3 Public Transport Route and Park and Ride  
T7 Cycle Parking  
T8 Parking Standards  
T12 Transportation  
E3 Criteria for Assessing Employment Development  
LC12 Recreational Routes

### **2.3 Supplementary Planning Guidance**

- (a) Design Checklist SPD (Adopted) August 2007
- (b) Renewables SPD (Adopted) November 2014
- (c) Waste Collection SPD (Adopted) January 2015

(d) CIL and S106 SPD (Adopted) March 205

(e) East of Harry Stoke New Neighbourhood SPD (Adopted) May 2016

### 3. **RELEVANT PLANNING HISTORY**

- 3.1 PT15/018/SCR EIA Not Required 16/09/2015  
Erection of class B1 office accommodation
- 3.2 PT09/0356/O Refused (Appeal Dismissed) 12/06/2009  
Erection of 6210sqm of B1 office buildings plus car parking, erection of biomass boiler, fuel store and associated works. Outline with all matters reserved.

*N.B This application on refers to the northern part of the site*

- 3.3 P92/2321 Approval 22/12/1993  
Development of 39.94 hectares (98.5 acres) of land for residential, offices, retailing and open spaces. Construction of roads and associated highway works including a park and ride facility and LRT station (outline)

### 4. **CONSULTATION RESPONSES**

- 4.1 Stoke Gifford Parish Council  
None received

#### ***Internal Consultees***

- 4.2 Arts and Development  
Development should be subject to public arts programme secured by condition
- 4.3 Ecology  
No objection; landscape and ecological management plan should be secured by condition
- 4.4 Economic Development  
Economic Development Team support this application
- 4.5 Environmental Protection  
No objection subject to conditions
- 4.6 Landscape  
No objection; detailed landscaping proposals would come forward as part of the reserved matters. Details indicated at this stage are broadly acceptable
- 4.7 Lead Local Flood Authority  
No objection; Sustainable drainage system should be secured by condition
- 4.8 Public Rights of Way  
No objection; however, warning signage is desirable to reduce conflict between users of PROW and access to the development
- 4.9 Trees  
No objection subject to securing tree works by condition

4.10 Urban Design

Objection: development continues prevalence of single uses dominated by car parking; use of site should be optimised given its proximity to public transport.

***Statutory Bodies***

4.11 Avon and Somerset Police

No objection

4.12 Environment Agency

No objection subject to condition

4.13 Highways England

Holding objection lifted; conditions imposed

4.14 Natural England

No objection

4.15 Network Rail

No objection, request informatives are attached to decision notice

**Other Representations**

4.16 Local Residents

8 comments of objection have been received. These comments raise the following matters:

- Loss of light
- Loss of privacy
- Noise disturbance
- Size and location of building
- Overdevelopment of the site
- Development makes no contribution to amenity of the area
- Question whether there is a need for this development
- Impact on amenity of the public right of way
- Ecology and biodiversity impact
- Insufficient parking
- Congestion/traffic generation
- Plans differ from that presented at the public consultation
- Loss of/impact on trees
- Building would be imposing in the landscape
- Lack of local facilities for office workers
- Too short a period for public comment provided
- Development is being considered in isolated from other development such as East of Harry Stoke New Neighbourhood
- Unclear how existing railway bridge will be used
- Hambrook Lane unsuitable for additional traffic
- Impact on air pollution
- Pedestrian and cyclist safety affected

## 5. **ANALYSIS OF PROPOSAL**

- 5.1 This application seeks outline planning permission for the erection of an 18,500 square metre office building (Class B1) in Stoke Gifford.
- 5.2 Principle of Development  
The application site is located within the existing urban area of the north fringe of Bristol. Under policy CS5, development within the district is directed towards the existing urban areas and defined settlements. In the supporting text to this policy, the north fringe of Bristol is identified as a suitable location for future development as essential infrastructure to serve development needs is either in place or planned to come forwards.
- 5.3 Policy CS11 seeks to maintain a supply of economic development land in accordance with the strategy for development set by policy CS5. Whilst CS11 identifies 355 hectares of employment land, the application site would be a windfall in addition to the identified supply. This is because only part of the site (to the south) is covered by an interim safeguarding; the land to the north is nominally allocated for a park and ride site under policy T3. The use of this land for employment purposes would be over and above the land identified for employment purposes by policy CS11.
- 5.4 Having addressed land designations, it is important to consider the policy context against which this application should be determined. Policy E3 of the Local Plan is still the most relevant. This policy is generally supportive of employment development subject to considerations of: the environmental impact; servicing and delivery; traffic and parking; residential amenity; impact on character of area; appropriate density for location; and accessibility by public transport.
- 5.5 Given that this policy was adopted in 2006, it is becoming dated. Before using this policy, it should therefore be tested for consistency against the NPPF which was published in 2012. The NPPF is very clear - the purpose of the planning system is to contribute towards achieving 'sustainable development' (as defined in paragraph 7) by contributing to a strong and competitive economy whilst supporting health, social, and cultural well-being and protecting and enhancing the natural, built, and historic environment. Guidance is clear that significant weight should be applied to economic growth and supporting sustainable economic growth through the planning system.
- 5.6 Overall, the objectives of policy E3 are consistent with the NPPF as the policy supports economic growth whilst seeking to minimise the adverse impacts of development. Therefore, this policy can be afforded full weight in determining this application.
- 5.7 In summary, the proposal is acceptable in principle. However, the specific impacts of the proposal should be fully considered as set out in the following analysis.



5.8 Transportation

- With development of this scale, one of the most significant aspects is transportation. Before discussing the impacts of the development itself, the existing designation of part of the site for a park and ride should be addressed.
- 5.9 Under policy T3, the northern part of the site and land to the northwest of the site has been allocated for a park and ride facility. Indeed, Parkway North Park and Ride has been constructed on land to the northwest of the site. As the park and ride site has been realised at this location, the continued need to safeguard the land cannot be justified. When the policies in the Local Plan are replaced (in the forthcoming Policies Sites and Places Plan, which is programmed to be submitted for an Examination in Public this autumn) the retention of the park and ride designation will be dropped. Therefore, little weight is given to policy T3 in determining this application as it is out of date and no longer required.
- 5.10 Given its location, the site is considered to be highly sustainable. The site is in walking distance of Bristol Parkway Railway Station, which provides mainline national and regional rail services. At the station there is also a bus interchange providing links to a number of destinations both within the north fringe and across the city and its hinterland. The site also has good access to the motorway and regional road system. The Stoke Gifford Transport Link is currently under construction providing a direct route from close to the site to the Avon Ring Road in close proximity to Junction 1 of the M32. Furthermore, Metrobus will serve the site with a Metrobus stop positioned directly outside the site to serve the park and ride facility. A good network of pedestrian and cycle routes also serve the application site. Whilst the site is not a 'town centre' location, the availability of public and sustainable transport routes available are similar to that which would be found in a town centre; this is indicative of the sustainable nature of the location.
- 5.11 The proposed offices should be assessed, in terms of the transportation impact, against the background use of the site. The site is ideally located to benefit for sustainable choices with cycle and pedestrian routes to the north, with Metrobus Stops proposed outside the site and the wider rail and bus public transport interchange at Parkway Station within walking distance of the site, as discussed above.
- 5.12 To the east of the site is Pearson Brick Yard railway bridge that acts as a secondary vehicular access to the site. This bridge provides pedestrian and cyclist access routes to the north of the site which link Stoke Gifford to the East of Harry Stoke New Neighbourhood. However, the bridge is narrow with high parapets which limit visibility. There is no segregation between users over the bridge. It is likely that this route would become significantly busier as the East of Harry Stoke development advances as it is an attractive route to the railway station and Metrobus. Although Hunts Ground Road leads through the station, the route beyond the application site is on private land and is enforced by cameras to avoid vehicles using the route through the station as a rat-run; as such in the vicinity of the site Hunts Ground Road is lightly trafficked for much of the day.

- 5.13 One of the proposed Metrobus stops on Hunts Ground Road coincides with the proposed site access. It has been agreed, following consultation with the Metrobus Team, that the bus stop can be relocated with the developer funding the additional design works to accommodate the move.
- 5.14 In addition to the moving of the Metrobus stop the applicant has also agreed to provide a 2 metre footway to the rear of the stop to enhance the pedestrian route to and from the Station. The proposed relocation of the stop and associated works does not prejudice the operation of the Metrobus and has been Safety Audited. The funding to secure this relocation should be secured through an agreement under S278 of the Highways Act.
- 5.15 Whilst the application does comply with the council's maximum car parking standard (set by policy T8). However, it is clear that, given the sustainable location of the site, there is a desire and expectation - in the interests of promoting sustainable transport - patterns that amount of parking provided on the site should be lower than the maximum permitted under the standard. To this end, during negotiation, it has been agreed that the applicant will as part of a travel plan reduce the car parking provision on the site and consequently identify an area of car parking that could be changed to landscaping in the future. The requirement for a travel plan should be required by condition.
- 5.16 Within the Core Strategy there is a desire to enhance links to Bristol Parkway Railway Station. During negotiation officers explored the possibility of creating a shared use cycleway along the southern boundary of the site. However, due to the topography of the area this proved to be unachievable. Notwithstanding this, as part of the negotiations it has been agreed that the established usage of the Pearson Brick Yate railway bridge by vehicles accessing the site will in future be limited only to vehicle traffic when the primary access on Hunts Ground Road is blocked or by emergency vehicles. This would further improve the attractiveness of the railway bridge as a route for pedestrians and cyclists by limiting the potential for vehicle movements and conflicts between users. This would also be secured through the travel plan.
- 5.17 Given the highly sustainable location, and the requirement for a travel plan (which will include measures to minimise single occupancy travel), officers are confident that the impact of the development on the local highway network can be managed. It is presumed within the submitted Transport Assessment that a 10% reduction in vehicle movements to and from the site can be achieved through the travel plan. Officers, however, consider this to be a conservative value and as part of the approval of the travel plan officers will be looking to ensure that higher values are achieved. The travel plan should also seek to promote more environmentally friendly means of transport, such as electric vehicles.
- 5.18 A Construction Traffic Management Plan (to control vehicle routing, hours of operation, delivery hours, access management and construction phasing) to ensure that the impact of construction is both managed and controlled is also required. This would be secured by a planning condition.

- 5.19 Given the change in access arrangements serving the site, the existing access will be closed when the new access is formed. As part of the access works the applicant will be required to 'stop-up' part of the verge maintained by the highway authority along the site frontage under section 247 of the Town and Country Planning Act. This will also need to be secured through an appropriate condition.
- 5.20 In total, the development is not considered to result in additional traffic that cannot be accommodated on the local highway network. Measure will be put in place to limit the amount of traffic that would access the site via the railway bridge and in turn, Hambrook Lane. The impacts of the proposal are not considered to be severe and therefore, in accordance with paragraph 32 of the NPPF, the development should not be resisted on highways or transport grounds.
- 5.21 A public right of way runs alongside the site. The development is not considered to have a significant impact on the amenity of the right of way. The travel plan will seek to minimise the amount of vehicular traffic that uses the Pearson Brick Yard railway bridge and the hedgerow would be maintained. A scheme of signage to protect users of the right of way would be sought by condition.
- 5.22 Design: Layout and Scale  
Outline planning permission is sought with access, layout and scale to be determined; access has been discussed above. The site is at present dominated by open land laid to hardstanding and a dated 3-storey office block. Within the wider area of the site, there are existing large scale office buildings such as the MOD Abbeywood and the Sun Life building (currently occupied by Aviva).
- 5.23 The scale of the building can be determined in two ways, the size in terms of the amount of floorspace provided and the size in terms of the height and proportions of the building. The total floorspace provided is made up of 2 basement levels and five storeys above ground. The gross internal area of the building (excluding parking areas contained in the basements) would amount to 18,452 square metres. With regard to the maximum height of the building, the design and access statement specifies a floor to floor height of 5.5 metres plus a 3.5 metre open plant enclosure. This gives a maximum height to the building of 31 metres. In reality, the plans submitted only show part of the building to be five storeys in height with the rest of the building being four storeys in height.
- 5.24 In order to secure the scale of the building, a condition will be attached that sets the scale parameters of the subsequent reserved matters. To achieve this, the reserved matters shall not provide a building which exceeds 18,500 square metres of floorspace (excluding internal underground parking areas) or has an overall height in excess of 35 metres. A building of this scale is considered acceptable and would not have a harmful impact on the character or visual amenity of the area. It is also considered that a building of the scale identified would provide a suitable density for development on this site.

- 5.25 Turning next to layout, the proposal differs substantially to those previously considered by the LPA and Secretary of State as it relocates the proposed building to the southern section of the site. Previously smaller buildings had been proposed on the northern section of the site. By moving the building to the south, the impact on nearby residential properties is lessened. The indicated layout results in a relatively large surface level car park surrounding the site. Whilst it would be desirable to reduce the amount of surface level parking, weight must be given to the ancillary facilities a building such as this would require. The layout is considered to make the most appropriate use of the site and is therefore acceptable. The reserved matters should be consistent with the layout shown at outline stage and therefore, this will be controlled by condition.
- 5.26 Appearance is a reserved matter and therefore may not be considered at this stage.
- 5.27 The urban design officer has raised concern that the development would be in a single (office) use and surrounded by car parking. Whilst it is acknowledged that there is a desire to move towards more mixed use development, the planning application must be determined on its merits. It is clear in government guidance that great weight should be attached to proposals for economic development; it has been indicated that the proposal would create in excess of 900 jobs. Given the economic benefit of the development, it is not considered that the sole use of the site as an office (as opposed to a mixed use) would be sufficient reason to resist the development.
- 5.28 Residential Amenity  
The impact of development on the northern section of the site was previously found to have a prejudicial impact on residential amenity. However, the northern section of the site (which is closest to the nearest residential properties) would now include car parking - both surface level and a two-level decked car park, with the building moved to the south of the site.
- 5.29 Whilst the proposed building would be much larger than the existing building on the site, it is considered by officers to be sufficiently distant from the nearby residential properties to avoid any prejudicial harm to residential amenity from overshadowing and overlooking. It is noted that the perceived impact is likely to be far greater than any actual impact due to the change to the current open nature of the northern part of the site. However, this is not considered to be sufficient reason to resist the development given the weight attributed to economic growth in national policy.
- 5.30 A noise report has been submitted which satisfactorily demonstrates that there would be no undue noise disturbance to occupiers of nearby dwellings.
- 5.31 To protect residential amenity during any building works, a condition should be attached that controls the operation hours of any such works.
- 5.32 Landscape and Trees  
To assist in determining the application, an arboricultural impact assessment, a visual impact assessment, and indicative landscape and planting plans.

Landscape is a reserved matter and there only the principle rather than the detail can be considered at this time.

- 5.33 It is important to bear in mind that the immediate landscape around the site will change and become more urbanised as the East of Harry Stoke New Neighbourhood progresses.
- 5.34 The landscape visual impact assessment considers the landscape effects and the visual effects of the development. This is a comprehensive document and has been produced in accordance with the 'Guidelines for Landscape and Visual Impact Assessment', Third Edition. It is noted that the site has no specific landscape planning designations and that views of the development will be local to the site. The summary for the landscape effects states that the development would be in keeping with the existing character and would be well contained by the existing vegetation along its boundary and concludes that landscape effects are low and localised.
- 5.35 The hedge along the boundary with the community forest path is sparse in places. Whilst it would provide effective screening in the summer, the development would be more visible in the winter.
- 5.36 The final planting will be the subject of a reserved matters application but the indicative approach submitted with the outline application shows an innovative design and interesting features which also incorporate ecological gains. It is proposed to plant 90 new heavy standard trees together with indigenous hedgerows and smaller tree groups, hedgerow reinforcement and under-planting which will result in a substantial increase in vegetation across the site. Policy CS25(14) states that development should promote high quality landscaping that assists in developing neighbourhood distinctiveness and increases the number of street trees, particularly along main highways. It is proposed that the frontage onto Hunts Road will be more formal using clipped hedges and fastigate trees which will create a strong identity for the building and be in accordance with Policy CS25.
- 5.37 At outline stage, it is therefore concluded that the proposal would not have a significant adverse impact on the landscape. Whilst there are some landscape improvements to be made, including to the existing vegetation boundaries, these would come forwards under the reserved matters.
- 5.38 The submitted tree survey has found that the existing on-site trees are of low value and would not form a constraint to development. Tree protection measures are contained in the report for the trees to be retained and these should be secured by condition.
- 5.39 Ecology  
The site is comprised of open previously developed land and late twentieth century buildings. The site is not covered by an ecological designation and there are no ecological designations within 1km of the site. The application is accompanied by an ecological appraisal. The appraisal is satisfactory.

However, it has been suggested that a condition should be attached that requires an ecological mitigation and enhancement plan to include method statement and a 5 year maintenance programme.

- 5.40 It is considered that this would be closely linked to landscape matters, which are reserved for consideration at a later date. Therefore, a condition will be included which requires the reserved matters application to provide the required information.

5.41 Environmental Effects

The site and adjacent land has had historic potentially contaminative land uses including as Stoke Gifford Brickworks and associated clay pits which have subsequently been in-filled. Based on the historic land uses the site has been the subject of an inspection by the council's Environmental Protection Team under Part 2A of the Environmental Protection Act 1990.

- 5.42 The inspection divided the application site into two areas. Area A focused around the existing buildings and Area B on the open northern section. With regard to Area B, the risk of ground contamination to human health is low. However, Area A was identified as 'category 3' with regard to human health. The legal test for 'significant possibility of significant harm' (SPOSH) is not met. The risks are not low, but nonetheless the regulatory intervention under Part 2A is not warranted. The risk posed to water over the whole site is low.

- 5.43 Given that there is a risk of land contamination, a number of conditions shall be imposed to any consent granted to adequately mitigate the risk posed.

- 5.44 The Preliminary Air Quality Assessment (dated December 2015) and Addendum Assessment (dated February 2016), prepared by Hoare Lea, together consider the potential impacts on local air quality during the construction and operational phases of the development. The relevant pollutants; nitrogen dioxide (NO<sub>2</sub>) and fine particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) have been considered. The assessments are comprehensive and have been carried out in accordance with the relevant guidance.

- 5.45 Measures to mitigate the risk of construction dust emissions will be required to reduce impacts on nearby sensitive receptors. The mitigation measures identified in Annex 3, Table 9 of the assessment report should be incorporated into a Dust Management Plan (DMP), which can be integrated into a Construction Environmental Management Plan (CEMP). With these measures in place, the assessment considers the residual impacts to be not significant. The DMP/CEMP should be required by condition.

- 5.46 The operational impacts of the development (e.g. traffic/energy centre) have been assessed. The traffic data includes data for the Stoke Gifford Transport Link, so the cumulative impacts on air quality have been considered. Sensitivity testing has been undertaken to account for the uncertainty of future emission factors for nitrogen dioxide. The worst-case receptor locations have been assessed. In relation to the energy centre, to provide a worst-case assessment, the Combined Heat and Power (CHP) unit and gas boilers have been assumed to operate at full capacity continuously throughout the year.

In reality the CHP will operate at a range of capacities depending on the heat/power demand and the likely plant assumed is anticipated to operate less than full capacity.

- 5.47 The report concludes that taking into account the conservative nature of the modelling, the extent of the predicted exceedances, and the predicted negligible impacts at most of the receptors, it is considered that overall the development is not likely to result in a significant effect on the local air quality.
- 5.48 Opportunities should be taken, as part of the travel plan, to encourage the use of electric vehicles and electric vehicle charging points should be considered for inclusion.
- 5.49 Drainage  
The site is not located in an area at risk of flooding. Drainage on the site could be sufficiently managed through the use of sustainable urban drainage systems. Therefore, a SUDS condition would be attached to any consent granted.
- 5.50 The Environment Agency have requested a number of conditions; these relate mostly to land contamination rather than drainage. The majority of the proposed conditions have already been addressed in the preceding section on environmental effects. The Agency has requested oil and petrol interceptors; officers do not consider that a separate condition is necessary for these as they can be adequately managed through the CEMP.
- 5.51 Public Art  
This application seeks consent for a major office development in a visible position. As such, under policy CS1(7) a scheme of public art is expected. A condition will be attached that requires a scheme of public art to be submitted for agreement.
- 5.52 Other Matters  
Prior to the application being submitted, the developer has engaged in public consultation in accordance with the council's expectations. However, a number of matters have been raised from direct responses to the consultation and advertisement of the application which have not been addressed in the body of this report. In the interest of clarity, these shall be considered below.
- 5.53 Concern has been raised that the proposal amounts to the overdevelopment of the site. Sustainable development requires the most efficient use of land. It is considered that the site and the local infrastructure could support development of this scale without a significant detrimental impact on the amenities of the locality. Officers do not consider this proposal to amount to the overdevelopment of the site.

- 5.54 It has also been raised that there is no need for the proposed development. The developer has identified that there is a market for the proposal. The proposal would contribute towards meeting the provision of employment land under policy CS11 and therefore officers do not consider that there is reason to resist the development based on need or land provision.
- 5.55 There are only limited facilities in the local area for office workers. However, an office of this scale is likely to provide facilities internally for workers. The increase in office workers in the area may, however, make other enterprises viable which may in time contribute to the area.
- 5.56 Residents have expressed concern over the length of time given to comment on the application over the Christmas period. A statutory period of 21 days was provided for comment which took into account public and bank holidays. The local planning authority accepts comments made prior to the officer recommendation. The timing of the consultation is therefore not considered to have prejudiced any interest party making representations to the local planning authority. Any differences between the plans at public consultation stage and plans submitted as part of the application have been made public and therefore, again, should the plans be different it is not considered that this would prejudice any interested party or has been done outside of the public domain.
- 5.57 The application has been considered in connection with the East of Harry Stoke New Neighbourhood. However, they do not form part of the same site and therefore there is no requirement for the developments to be considered in conjunction with one another.

## **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 South Gloucestershire Local Plan (Adopted) January 2006 and the South Gloucestershire Local Plan Core Strategy (Adopted) December 2013 set out above, and to all the relevant material considerations set out in the report.

## **7. RECOMMENDATION**

- 7.1 It is recommended that authority be delegated to the Director of Environment and Community Services to grant planning permission, subject to the conditions set out below, and the applicant first voluntarily entering into a legal agreement under section 278 of the Highways Act 1980 (as amended) to secure:
- i) the provision of £3000 towards design fees to relocate the Metrobus bus stop



- 7.2 That the Head of Legal and Democratic Services be authorised to prepare and seal the agreement.
- 7.3 Should the section 278 agreement not be completed within 2 months of the date of the resolution then the application be either refused or returned to the Circulated Schedule for further consideration.

**Contact Officer: Griff Bunce**  
**Tel. No. 01454 863438**

### **CONDITIONS**

1. Approval of the details of the appearance of the building(s) and the landscaping of the site (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.

Reason

This is an outline permission only and the reserved matters shall be made to the Local Planning Authority.

2. Plans and particulars of the reserved matters referred to in the condition above, relating to the layout, scale and appearance of any buildings to be erected, the means of access to the site and the landscaping of the site, shall be submitted in writing to the Local Planning Authority and shall be carried out as approved.

Reason

This is an outline permission only and the reserved matters shall be made to the Local Planning Authority.

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

Reason

This is an outline permission only and the reserved matters shall be made to the Local Planning Authority.

4. The development hereby permitted shall be begun either before the expiration of three 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

This is an outline permission only and the reserved matters shall be made to the Local Planning Authority.

5. Prior to commencement of development a Construction Traffic Management Plan shall be submitted to and approved by the local planning authority (in coordination with Highways England) in writing. The plan shall include details of:

- External construction Vehicle Routeing
- Hours of operation
- Delivery hours
- Access management
- Construction phasing

The details agreed under this condition shall be implemented in full.

#### Reason

To ensure the safety and efficient operation of the local highway and strategic road network is not adversely affected and to accord with policy T12 of the South Gloucestershire Local Plan (Adopted) January 2006 (Saved Policies) and the provisions of the National Planning Policy Framework. This is required prior to commencement so that the impacts of the development can be adequately managed.

6. Prior to commencement of development, details for the provision of 2 metre wide footpath to the rear of the relocated Metrobus stop shall be submitted to and approved in writing by the local planning authority. The details shall be in accordance with those shown in principle on drawing 1206-50-SK09. The footpath shall be provided in full prior to the first occupation of the development in accordance with the agreed details.

#### Reason

In the interests of improving pedestrian permeability and safety in accordance with policy CS6, CS7 and CS8 of the South Gloucestershire Local Plan Core Strategy (Adopted) December 2013 and policy T12 of the of the South Gloucestershire Local Plan (Adopted) January 2006 (Saved Policies) and the provisions of the National Planning Policy Framework. This is required prior to the commencement of development to avoid remedial works.

7. Prior to commencement of development, details of the site access arrangements and footway improvements shall be submitted to and approved in writing by the local planning authority in accordance with the details shown in principle on drawing 1206-50 figure 6.1 rev A. The site access and footway improvements shall be completed in full in accordance with the approved details prior to the first occupation of the development.

#### Reason

In the interests of improving pedestrian permeability and safety in accordance with policy CS6, CS7 and CS8 of the South Gloucestershire Local Plan Core Strategy (Adopted) December 2013 and policy T12 of the of the South Gloucestershire Local Plan (Adopted) January 2006 (Saved Policies) and the provisions of the National Planning Policy Framework. This is required prior to the commencement of development to avoid remedial works.

8. Prior to the commencement of development, details of the proposed stopping up of the existing site access shall be submitted to and approved in writing by the local planning authority. The proposed stopping up shall be carried out in accordance with the approved details prior to first occupation of the development.

Reason

In the interests of improving pedestrian permeability and safety in accordance with policy CS6, CS7 and CS8 of the South Gloucestershire Local Plan Core Strategy (Adopted) December 2013 and policy T12 of the of the South Gloucestershire Local Plan (Adopted) January 2006 (Saved Policies) and the provisions of the National Planning Policy Framework. This is required prior to the commencement of development to avoid remedial works.

9. Prior to first occupation of the development hereby approved, a full travel plan shall be submitted to and approved in writing by the local planning authority (in consultation with Highways England). The full travel plan will include a strategy to make the most effective use of the parking spaces permitted in order to promote sustainable travel. The full travel plan shall include a monitoring and review process for a period of 5 years and shall be reviewed when the occupant of the building changes. The strategy shall also include means by which to encourage the use of low and zero carbon vehicles in the interests of reducing pollution caused by trips to and from the site. The agreed travel plan will be implemented in full.

Reason

To minimise the use of the private car and promote the use of sustainable modes of transport, to ensure that there will be no unacceptable detrimental impact on the operation and safety of the local highway or strategic road network and in the interests of limiting pollution to accord with policy CS1 and CS8 of the South Gloucestershire Local Plan Core Strategy (Adopted) December 2013 and policy T12 of the South Gloucestershire Local Plan (Adopted) January 2006 (Saved Policies) and the provisions of the National Planning Policy Framework.

10. The access off Hambrook Lane shall only be used by vehicles associated with the development in the event of closure of Hunts Ground Road or if the Hunts Ground Road access is blocked, with the only exception being Emergency Vehicles.

Reason

To minimise the impact of the development on Hambrook Lane, to increase the attractiveness of the route for pedestrians and cyclists, and to improve cycle and pedestrian safety, in the interests of improving pedestrian permeability of the locality and to accord with policy CS8 of the South Gloucestershire Local Plan Core Strategy (Adopted) December 2013, policy T12 of the South Gloucestershire Local Plan (Adopted) January 2006, and the provisions of the National Planning Policy Framework.

11. Previous historic uses of the site may have given rise to contamination. Prior to commencement of development, an investigation (commensurate with the nature and scale of the proposed development) shall be carried out by a suitably qualified person into the previous uses and contaminants likely to affect the development. A report on the investigation shall be submitted to and approved in writing by the local planning authority. For the avoidance of doubt, an appropriate investigation is likely to include the following:

- i) A comprehensive desk study to identify all potential sources of contamination both arising on-site and migrating onto site from relevant adjacent sources;

- ii) A comprehensive ground investigation including sampling, to quantify the extent and nature of contamination;
- iii) An appropriate risk assessment to determine the scale and nature of the risks to human health, groundwater, ecosystems and buildings arising from the contamination (this will normally be presented in the form of a conceptual model);
- iv) A report detailing the remediation options including the final proposals for mitigating any identified risks to the proposed development; and,
- v) All works should be carried out with reference to the most relevant, appropriate and up to date guidance.

Reason

To address, in the interests of human health and water pollution, potential land contamination and to accord with policy CS9 of the South Gloucestershire Local Plan Core Strategy (Adopted) December 2013, policy EP6 of the South Gloucestershire Local Plan (Adopted) January 2006 (Saved Policies), and the provisions of the National Planning Policy Framework. This is required prior to commencement in the interests of pollution control.

12. Where potential contaminants are identified, prior to the commencement of development, an investigation shall be carried out by a suitably qualified person to ascertain the extent, nature and risks the contamination may pose to the development in terms of human health, ground water and plant growth. A report on the investigation shall be submitted to and approved in writing by the local planning authority setting out the findings (presented in terms of a conceptual model) and identify what mitigation measures are proposed to address unacceptable risks. Thereafter the development shall proceed in accordance with any agreed mitigation measures.

Reason

To address, in the interests of human health and water pollution, potential land contamination and to accord with policy CS9 of the South Gloucestershire Local Plan Core Strategy (Adopted) December 2013, policy EP6 of the South Gloucestershire Local Plan (Adopted) January 2006 (Saved Policies), and the provisions of the National Planning Policy Framework. This is required prior to commencement in the interests of pollution control.

13. Prior to the first occupation of the development hereby approved, where works have been required to mitigate contaminants (under conditions 11 and 12), a report verifying that all necessary works have been completed satisfactorily shall be submitted to and agreed in writing by the Local Planning Authority.

Reason

To address, in the interests of human health and water pollution, potential land contamination and to accord with policy CS9 of the South Gloucestershire Local Plan Core Strategy (Adopted) December 2013, policy EP6 of the South Gloucestershire Local Plan (Adopted) January 2006 (Saved Policies), and the provisions of the National Planning Policy Framework.

14. If unexpected contamination is found after the development is begun, development shall immediately cease upon the part of the site affected. The local planning authority must be informed immediately in writing. A further investigation and risk assessment should be undertaken and where necessary an additional remediation scheme prepared. The findings and report should be submitted to and agreed in writing to the local planning authority prior to works recommencing. Thereafter the works shall be implemented in accordance with any further mitigation measures so agreed.

Reason

To address, in the interests of human health and water pollution, potential land contamination and to accord with policy CS9 of the South Gloucestershire Local Plan Core Strategy (Adopted) December 2013, policy EP6 of the South Gloucestershire Local Plan (Adopted) January 2006 (Saved Policies), and the provisions of the National Planning Policy Framework.

15. Prior to the commencement of development drainage detail proposals incorporating Sustainable Drainage Systems SUDS and confirmation of hydrological conditions e.g. soil permeability, watercourses, mining culverts) within the development shall be submitted for approval in writing to the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason

To ensure that a satisfactory means of drainage is provided, and to accord with policy CS9 of the South Gloucestershire Local Plan: Core Strategy (Adopted) December 2013 and the National Planning Policy Framework. This is required prior to commencement to ensure satisfactory drainage can be achieved.

16. Prior to the commencement of development, a construction environmental management plan (to include a dust management plan) shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason

In the interests of minimising the environmental impacts of the development to accord with policy CS9 of the South Gloucestershire Local Plan Core Strategy (Adopted) December 2013 and the provisions of the National Planning Policy Framework. This is required prior to commencement to ensure the development does not have an undue impact on air quality.

17. As part of the reserved matters required by condition 1, an ecological mitigation and enhancement plan shall be submitted to the local planning authority for consideration. For the avoidance of doubt, this plan should include a method statement for the avoidance of harm to reptiles and a 5-year management plan for the new and retained habitat.

Reason

In the interests of minimising the impact of the development on protected species and to accord with policy CS9 of the South Gloucestershire Local Plan Core Strategy (Adopted) December 2013, policy L9 of the South Gloucestershire Local Plan (Adopted) January 2006 (Saved Policies), and the provisions of the National Planning Policy Framework.

18. The development hereby approved shall be carried out in accordance with the tree protection measures as set out in paragraphs 3.3 and 3.4 and drawing 151126-1.2-HGR-TPP-NC of the Arboricultural Impact Assessment prepared by Treework Environmental Practice dated December 2015.

Reason

In the interests of the long-term protection of the trees and the amenity of the area and to accord with policy CS1 of the South Gloucestershire Local Plan Core Strategy (Adopted) December 2013, policy L1 of the South Gloucestershire Local Plan (Adopted) January 2006 (Saved Policies), and the provisions of the National Planning Policy Framework.

19. Prior to the first occupation of the development hereby approved, a scheme of public art (developed in accordance with the Public Art Advice Note) shall be submitted to and approved in writing by the local planning authority. The public art shall be installed in accordance with the timescales set out within the scheme.

Reason

In the interests of the visual amenity of the locality and to accord with policy CS1 and CS25 of the South Gloucestershire Local Plan Core Strategy (Adopted) December 2013 and the provisions of the National Planning Policy Framework.

20. The reserved matters as required by condition 1 shall not include the provision of more than 18,500 square metres of gross internal floorspace (excluding any floorspace used for parking provision) or exceed 35 metres in height.

Reason

This is an outline permission only and the reserved matters shall be made to the Local Planning Authority, and in the interests of high quality design and the visual amenity of the locality to accord with policy CS1 of the South Gloucestershire Local Plan Core Strategy (Adopted) December 2013 and the provisions of the National Planning Policy Framework.

21. The reserved matters as required by condition 1 shall be in general conformity with the design principles set out in the Design and Access Statement (rev D) dated December 2015 hereby approved.

Reason

This is an outline permission only and the reserved matters shall be made to the Local Planning Authority, and in the interests of high quality design and the visual amenity of the locality to accord with policy CS1 of the South Gloucestershire Local Plan Core Strategy (Adopted) December 2013 and the provisions of the National Planning Policy Framework.

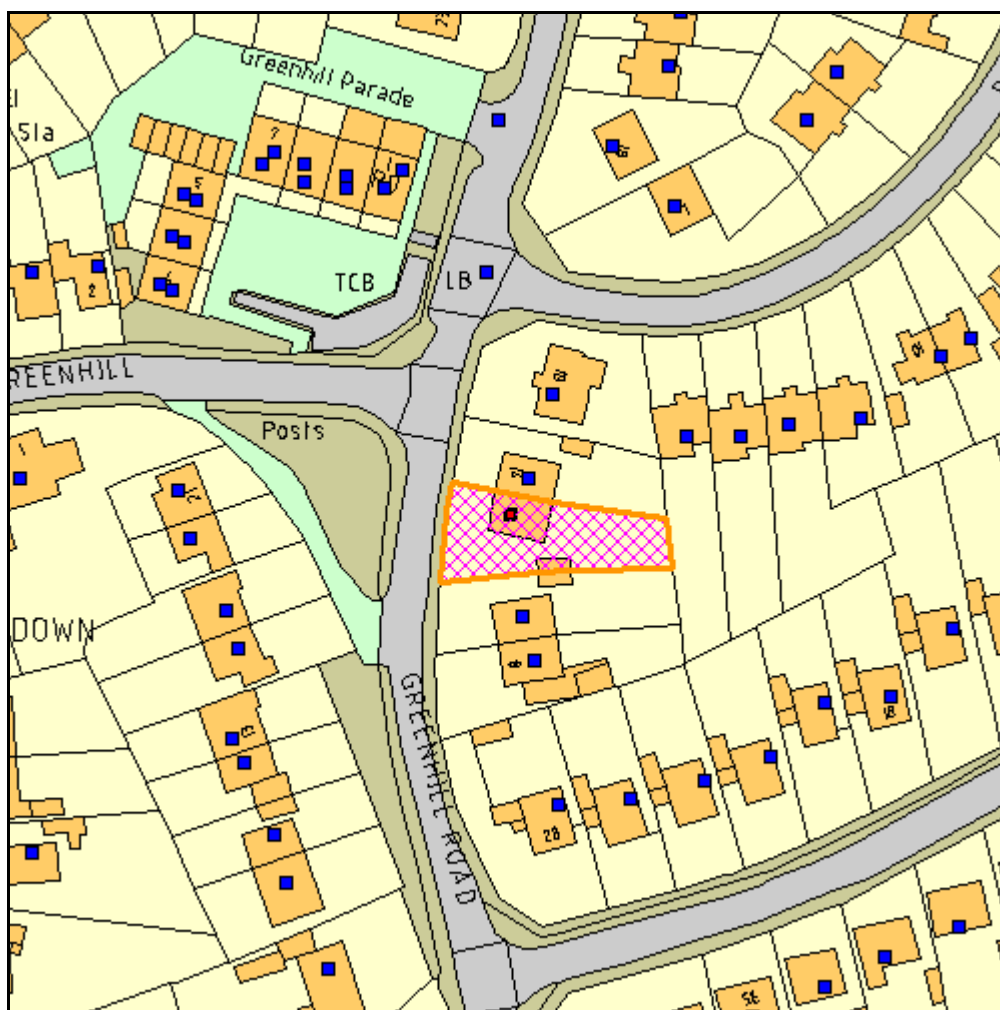
22. The hours of working on site during the period of construction shall be restricted to 07:30 to 18:00 Monday to Friday, 08:00 to 13:00 on Saturdays and no working shall take place on Sundays or Public Holidays. The term 'working' shall, for the purpose of clarification of this condition include: the 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 amenities of nearby residents during construction works and to accord with the provisions of the National Planning Policy Framework.

**CIRCULATED SCHEDULE NO. 22/16 – 3 JUNE 2016**

<b>App No.:</b>	PT16/0343/CLP	<b>Applicant:</b>	Mr Stuart Nixon
<b>Site:</b>	12 Greenhill Road Alveston Bristol South Gloucestershire BS35 3LT	<b>Date Reg:</b>	22nd April 2016
<b>Proposal:</b>	Certificate of Lawfulness Proposed for installation of rear dormer to form loft conversion and provision of soil and vent pipe	<b>Parish:</b>	Alveston Parish Council
<b>Map Ref:</b>	363262 187980	<b>Ward:</b>	Thornbury South And Alveston
<b>Application Category:</b>		<b>Target Date:</b>	15th June 2016



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PT16/0343/CLP



## **REASON FOR REPORTING TO CIRCULATED SCHEDULE**

The application is for a Certificate of Lawfulness, and as such, according to the current scheme of delegation, is required to be taken forward under the Circulated Schedule procedure.

### **1. THE PROPOSAL**

- 1.1 The applicant is seeking a formal decision as to whether the proposed installation of a rear dormer window and 1no. soil and vent pipe at No. 12 Greenhill Road, Alveston would be lawful.
- 1.2 The application is a formal way of establishing whether the proposal requires planning permission or not. Accordingly there is no consideration of planning merit, the decision is based solely on the facts presented.
- 1.3 After reviewing the property's planning history for the site, it is clear that the relevant householder permitted development rights are intact and are, therefore, exercisable.

### **2. POLICY CONTEXT**

#### **2.1 National Guidance**

Town and Country Planning Act 1990 (As Amended) 1990 section 192 Country Planning (General Permitted Development) (England) Order 2015 (GPDO) Schedule 2, Part 1, Classes B and G.

The submission is not a planning application thus the Development Plan is not of relevance to the determination of this application; the decision rests upon the evidence that has been submitted. If the evidence submitted demonstrates that the proposed use is lawful on the balance of probabilities, the Local Planning Authority must grant a Certificate confirming that the proposed development is lawful.

### **3. RELEVANT PLANNING HISTORY**

- 3.1 None relevant

### **4. CONSULTATION RESPONSES**

- 4.1 Alveston Parish Council  
No Objection

- 4.2 Sustainable Transport

Our review of this planning application suggest that it seeks to extend the residential accommodation at 12 Greenhill Road, Alveston. As this remains a single dwelling with 2 bedrooms and the current proposals do not alter its access arrangements, we consider that is unlikely to materially alter the traffic patterns associated with this dwelling. Consequently, we have no transportation comments about this application.

## **Other Representations**

- 4.3 Local Residents  
No Comments received

## **5. SUMMARY OF EVIDENCE IN SUPPORT OF APPLICATION**

- 5.1 Following plans received by the Council on 25/01/2016:  
Design and Access Statement  
Existing Plans (1182/02)  
Proposed Plans (1182/03)  
Site and Block Plan (1182/04)  
Aerial Photograph (1182/05)  
Photograph Front  
Photograph Front Elevation  
Photograph Side Elevation  
Photograph Rear  
Photograph Neighbouring Properties

## **6. ANALYSIS OF PROPOSAL**

- 6.1 Principle of Development  
The application for a Certificate of Lawfulness is purely an evidential test and is a formal way of establishing whether or not the proposed development can be implemented lawfully without the need for planning permission. Accordingly there is no consideration of planning merit, the application is based on the facts presented. The submission is not an application for planning permission and as such the development plan is not of relevance to the determination of this application; the decision rests upon the evidence that has been submitted. If the evidence submitted demonstrates that the proposed use is lawful, on the balance of probabilities, the Local Planning Authority must grant a certificate confirming that the proposed development is lawful.
- 6.2 The key issue in this instance is to determine whether the proposal falls within the permitted development rights afforded to householders under Schedule 2, Part 1, Classes B and C of the GPDO 2015.
- 6.3 Class B allows for the enlargement of dwellinghouses consisting of an addition or alteration to its roof. The proposed rear dormer will be assessed against the criteria set out within this class. Class G allows for the installation, alteration or replacement of a chimney, flue or soil and vent pipe on a dwellinghouse which are not permitted within Class B. Accordingly, the installation of the soil and vent pipe to the rear dormer will be assessed against the criteria within this category.
- B.1 Development is not permitted by Class B if –**
- (a) Permission to use the dwellinghouse as a dwellinghouse has been granted only by virtue of Class M, N, P or Q of Part 3 of this Schedule (change of uses);**

The use of the building as a dwellinghouse was not granted by virtue of Class M, N, P or Q of Part 3 of this Schedule.

- (b) Any part of the dwellinghouse would, as a result of the works, exceed the height of the highest part of the existing roof;**

The proposed works do not exceed the maximum height of the existing roof.

- (c) Any part of the dwellinghouse would, as a result of the works, extend beyond the plane of any existing roof slope which forms the principal elevation of the dwellinghouse and fronts a highway;**

The proposed dormer extends from the rear roof slope.

- (d) The cubic content of the resulting roof space would exceed the cubic content of the original roof space by more than-**

**(i) 40 cubic metres in the case of a terrace house, or**

**(ii) 50 cubic metres in any other case;**

The house is semi-detached and the proposed work would result in a volume increase of approximately 40.89 cubic metres.

- (e) It would consist of or include-**

**(i) The construction or provision of a veranda, balcony or raised platform, or**

The proposal does not include the construction of any of the above.

**(ii) The installation, alteration or replacement of a chimney, flue or soil and vent pipe;**

The proposal includes the installation of a soil and vent pipe; this is to be considered against Schedule 2, Part 1, Class G of the GPDO 2015.

- (f) The dwellinghouse is on article 2(3) land.**

The dwellinghouse is not on article 2(3) land.

## **Conditions**

### **B.2 Development is permitted by Class B subject to the following conditions** —

- (a) The materials used in any exterior work shall be of a similar appearance to those used in the construction of the exterior of the existing dwellinghouse.**

The plans demonstrate that the materials used to construct the extension will match the existing dwellinghouse.

**(b) The enlargement must be constructed so that –**

- i. Other than in the case of a hip-to-gable enlargement or an enlargement which joins the original roof to the roof of a rear or side extension-**

**(aa) the eaves of the original roof are maintained or reinstated; and**

The proposed dormer would leave the original eaves of the dwellinghouse unaffected.

**(bb) the edge of the enlargement closest to the eaves of the original roof is, so far as practicable, not less than 0.2 metres from the eaves, measures along the roof slope from outside the edge of the eaves; and**

The edge of the proposed dormer closest to the eaves is set back approximately 0.25 metres from the existing eaves.

- ii. Other than in the case of an enlargement which joins the original roof to the roof of a rear or side extension, no part of the enlargement extends beyond the outside face of any external wall of the original dwellinghouse; and**

The proposed dormer does not extend beyond the outside face of any external wall of the original dwellinghouse.

**(c) Any window inserted on a wall or roof slope forming the side elevation of a dwellinghouse shall be-**

**(i) Obscure glazed; and**

**(ii) Non-opening, unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed.**

The proposal does not include any side elevation windows.

**G.1 Development is not permitted by Class G if –**

- (a) Permission to use the dwellinghouse as a dwellinghouse has been granted only by virtue of Class M, N, P or Q of Part 3 of this Schedule (change of use)**

The use of the building as a dwellinghouse was not granted by virtue of Class M, N, P or Q of Part 3 of this Schedule.

- (b) the height of the chimney, flue or soil and vent pipe would exceed the highest part of the roof by 1 metre or more; or**

The height of the proposed soil and vent pipe would not exceed the highest part of the roof by 1 metre or more.

**(c) in the case of a dwellinghouse on article 2(3) land, the chimney, flue or soil and vent pipe would be installed on a wall or roof slope which –**

**(i) fronts a highway, and**

**(ii) forms either the principal elevation or a side elevation of the dwellinghouse.**

The dwellinghouse is not on article 2(3) land.

## **7. RECOMMENDATION**

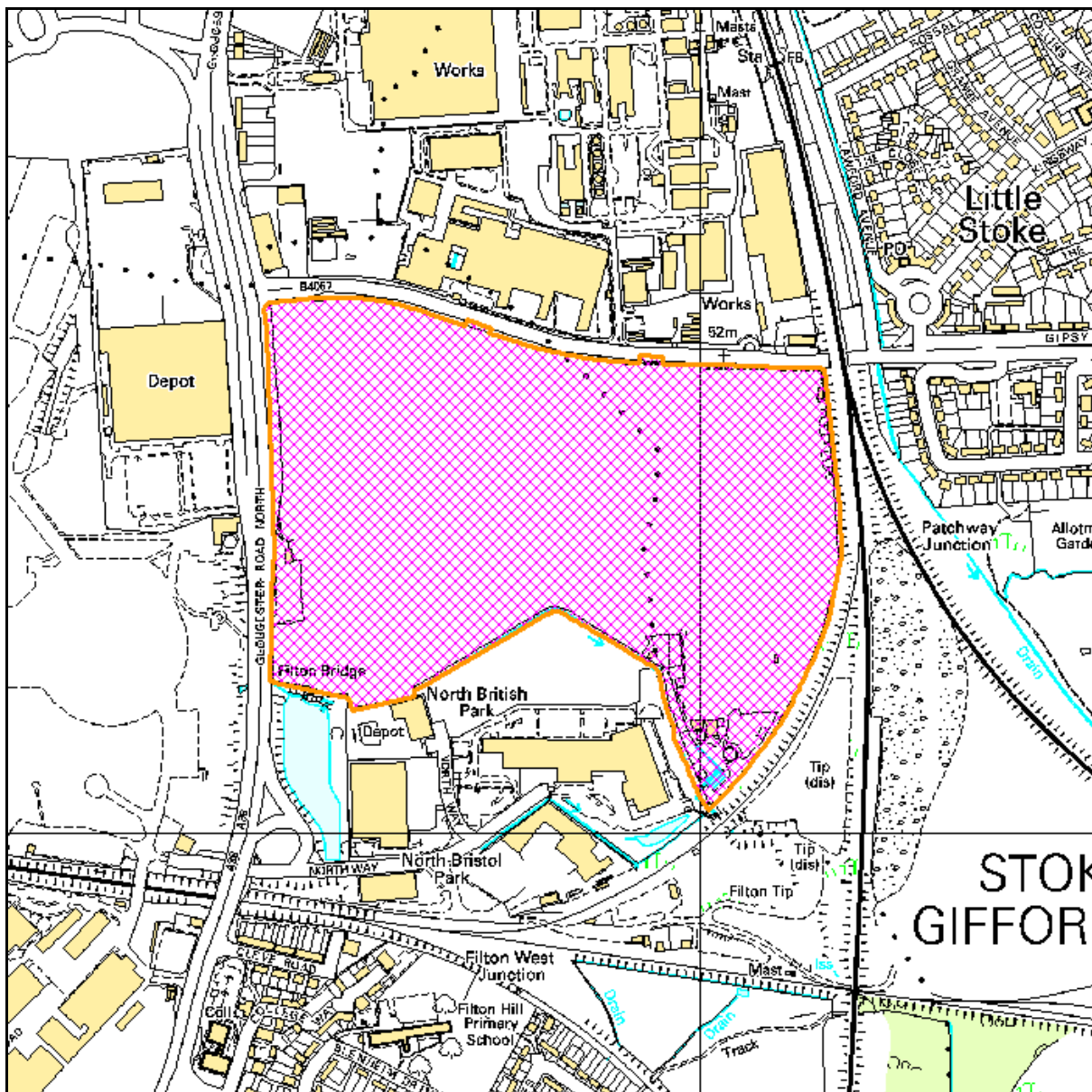
7.1 That a certificate of Lawfulness for Proposed Development is **granted** for the following reason:

Evidence has been provided to demonstrate that the proposed extension would be allowed as it is considered to fall within the permitted rights afforded to householders under Schedule 2, Part 1, Classes B and G of the Town and Country Planning (General Permitted Development) (England) Order 2015.

**Contact Officer: Helen Braine**  
**Tel. No. 01454 863133**

**CIRCULATED SCHEDULE NO. 22/16 – 3 JUNE 2016**

<b>App No.:</b>	PT16/1176/RVC	<b>Applicant:</b>	MSF Filton LLP
<b>Site:</b>	East Works Site Gloucester Road North Filton South Gloucestershire BS34 7BQ	<b>Date Reg:</b>	15th March 2016
<b>Proposal:</b>	Variation of condition 4 attached to planning permission PT15/2209/RM to substitute approved drawings with those received by the Council on 15th March 2016.	<b>Parish:</b>	Filton Town Council
<b>Map Ref:</b>	360236 179078	<b>Ward:</b>	Filton
<b>Application Category:</b>	Major	<b>Target Date:</b>	14th June 2016



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PT16/1176/RVC

## **REASON FOR REPORTING TO CIRCULATED SCHEDULE**

The application is referred to the Circulated Schedule as there is an objection to the application whilst the officer recommendation is one of approval.

### **1. THE PROPOSAL**

- 1.1 The site consists of the former Rolls Royce East Works located to the South of Gypsy Patch Lane and to the East of the A38 (Gloucester Road North). The site benefits from Outline Planning Permission for redevelopment for industrial and employment purposes (as referred to in section 3 of this report). Reserved Matters have also been approved. Essentially, the consented development provides for mixed uses comprising 96,853 square metres of floor space. This is made up of large industrial and distribution units (B8/B2/B1), small industrial and distribution units, offices (B1), Trade Units (Sui Generis), Self-Storage (B8), Car Dealerships (Sui Generis) and a Hotel. The layout of the development is arranged on a grid with the Office, car dealerships and hotel in the west part of the site and industrial units in the east part of the site.
- 1.2 The planning application seeks to vary condition 4 of the extant Reserved Matters Approval (PT15/2209/RM). Essentially, the proposal is to replace the approved plans with a set of revised plans making relatively minor changes to the approved development. The changes affect individual plots within the development. The proposed amendments effect the consented hotel, Units G3/G4 (contained in one building), Unit G5, Units G6/G7 (contained in one building), Unit G8, Units H1/H2, the removal of H3 and the position of the Electrical Distribution Building clarified to reflect the 'as built position' (approved under planning permission PT14/1721/F).
- 1.3 For the avoidance of doubt, this application does not propose to alter the grid layout of the development and does not propose to alter the access into the site or the internal main internal road layout. Accordingly, this proposal would continue to provide access on the following basis;
  - i) The main access to the site is from Gypsy Patch Lane. Two access points will be positioned off the West bound side of Gypsy Patch Lane positioned between the main line railway forming the east boundary of the site, and the A38 junction with Gypsy Patch Lane. These provide access to serve the central spine roads on the development.
  - ii) Limited one way access off the A38 at the southwest of the site (giving access to car showroom development). A new 'bus only' access onto A38 from the central access roads is to be provided at this point.
  - iii) The development would continue to provide suitable highway compatible with public transport development in the locality including the 'Metro-Bus' scheme.

### **2. POLICY CONTEXT**

- 2.1 National Guidance  
National Planning Policy Framework

## 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  
CS11 Distribution of Economic Development Land  
CS12 Safeguarded Areas for Economic Development  
CS25 Communities of the North Fringe of Bristol Urban Area  
CS26 Cribbs/Patchway New Neighbourhood

### South Gloucestershire Local Plan (Adopted) January 2006 (saved policies)

E3 Employment Development within the Urban Area  
L9 Species Protection  
L11 Archaeology  
EP2 Flood Risk and Development  
EP6 Contaminated Land  
T12 Transportation Development Control Policy for New Development

## 2.3 Supplementary Planning Guidance

South Gloucestershire Design Checklist (August 2007)  
Cribbs/Patchway New Neighbourhood Development Framework (March 2014)  
Waste Collection Guidance for New Developments (January 2015)

## 2.4 Other Material Considerations

West of England Local Enterprise Partnership - Filton Enterprise Area

## 3. RELEVANT PLANNING HISTORY

3.1 There is a large amount of planning history associated with this site. The most relevant planning history in that it directly informs this proposal, is listed below.

3.2 PT07/2478/O Redevelopment of site for mixed use development comprising Use Classes: B1(a) Offices, B1(c) Light Industry, B2 General Industry, B8 Storage and Distribution, C1 Hotel including ancillary leisure and food and drink, sui generis trade units and car dealerships, with associated infrastructure, access, parking (Outline) with access to be considered with all other matters to be reserved.

Approved 20<sup>th</sup> April 2009 subject to a s106 agreement (this planning consent was renewed on 8<sup>th</sup> June 2012)

3.3 PT07/2481/F Redevelopment of site for a mixed use development comprising Use Classes: B1(a) Offices, B1(c) Light Industry, B2 General Industry, B8 Storage and Distribution, C1 Hotel including ancillary leisure and food and drink, sui generis trade units and car dealerships, with associated infrastructure, access, parking and landscape (Hybrid).



Approved 20<sup>th</sup> April 2009 (this consent has now expired)

- 3.4 PT12/0577/EXT Redevelopment of site for a mixed use development comprising Use Classes: B1(a) Offices, B1(c) Light Industry, B2 General Industry, B8 Storage and Distribution, C1 Hotel including ancillary leisure and food and drink, sui generis trade units and car dealerships, with associated infrastructure, access, parking and landscape (Hybrid). (Application for consent to extend time limit implementation for PT07/2481/F)

Approved 8<sup>th</sup> June 2012 (this consent has now expired).

- 3.5 PT12/0601/EXT Redevelopment of site for mixed use development comprising Use Classes: B1(a) Offices, B1(c) Light Industry, B2 General Industry, B8 Storage and Distribution, C1 Hotel including ancillary leisure and food and drink, sui generis trade units and car dealerships, with associated infrastructure, access, parking (Outline) with access to be considered with all other matters to be reserved. (Application for consent to extend time limit for implementation for PT07/2478/O)

Approved 8<sup>th</sup> June 2012 subject to a s106 agreement

- 3.6 PT14/1721/F Erection of Electricity sub-station with access and associated works.

Approved 11<sup>th</sup> September 2014

- 3.7 PT15/1634/RVC Variation of conditions 5 and 32 and removal of conditions 31 and 33 attached to planning permission PT12/0601/EXT.

Approved 15<sup>th</sup> July 2015 subject to a s106 legal agreement (this planning consent remains extant by virtue of the submission of this reserved matters application).

- 3.8 PT15-006-SCO Scoping Opinion in relation to the scope of the addendum to the Environmental Statement to support this Reserved Matters application.

The Local Planning Authority adopted the Scoping Opinion for the purpose of this application.

- 3.9 PT15/2209/RM Layout, scale, appearance and buildings, landscaping of the site together with associated parking. (Approval of Reserved Matters to be read in conjunction with Outline Planning Permissions (PT15/1634/RVC).

Approved subject to conditions 30<sup>th</sup> September 2015

- 3.10 PT15/033/SCR EIA Screening - for Section 73 planning application to vary Condition 4 (Approved Drawings) of PT15/2209/RM - to amend the layout of development approved under reserved matters.

Decision dated 8<sup>th</sup> January 2016 Environmental Impact Assessment is **not** required

#### **4. CONSULTATION RESPONSES**

- 4.1 Patchway Town Council  
No comment has been received.
- 4.2 Stoke Gifford Parish  
No response has been received.
- 4.3 Filton Town Council  
No response has been received.
- 4.4 Highway Authority  
No Objection in principle. The Highway Authority clarifies that all new transport infrastructure that is intended to be adopted by South Gloucestershire Council should comply with technical adoption standards.
- 4.5 Lead Local Flood Authority  
No objection
- 4.6 Wessex Water  
No Objection
- 4.7 Highway Structures  
No objection in principle.
- 4.8 Archaeology Officer  
No objection
- 4.9 Arts and Development Officer  
No comment

#### **Other Representations**

- 4.10 Local Community  
One comment has been received from the operator of the waste transfer site near to the application site. The comment raises concern that the development could cause flooding outside the application site.

#### **5. ANALYSIS OF PROPOSAL**

- 5.1 The redevelopment of the former Rolls Royce East Works Site is now fully approved (i.e. Outline Planning Permission and Reserved Matters approval has been granted). The approved development consists of the construction of mixed use industrial/employment development (including a hotel). In recognition of the strategic importance of the site commercially the site is identified by the Local Enterprise Partnership (LEP) as falling within the Filton Enterprise Area.

The development represents a significant investment in the area and the creation of a significant level of jobs, both direct and indirect (for local supporting businesses in the surrounding area).

5.2 Principle of Development

The principle of the development of this site is established by virtue of the extant planning permissions (as detailed in section 3 of this report). This submission relates specifically to proposed modifications to the development on certain plots within the development. The assessment of this application can consider only the proposed changes and these are addressed individually below.

5.3 Matters relating to access to the site, including the internal grid road layout are not subject to alteration under this application. For the avoidance of doubt, there are no changes to the previously approved cycle routes or changes which would otherwise prevent the provision of public transport facilities within the site. The site is not located within the Cribbs/Patchway New Neighbourhood Area.

5.4 The site is located on a safeguarded economic development site (Policy CS12 of the South Gloucestershire Core Strategy). The proposed changes are such that the development would continue to provide for employment generating economic development consistent with the extant planning permissions and as such the proposed changes are acceptable subject to the areas of consideration set out within this report.

5.5 Legal Agreements

The outline planning consent is subject to a s106/s278 legal agreement which secure the following measures;

- Highway Improvements – including the highway works related to the provision of the access points onto Gypsy Patch Lane and A38 (this is the scope of the outline planning permission)
- Public Transport Provision - £75,000 towards the cost of providing public transport services between the site and Parkway Station
- Highway Improvements for a route to and from the site and Patchway Station – £25,000 towards the cost of street lighting, signage and footway routes.
- Highway Access improvements to and from the site and Patchway Station – £25,000 towards the cost of lighting and waiting facilities, pedestrian and cycle access.
- Financial Contribution towards Green Transport Infrastructure - £100,000 towards the cost of pedestrian and cycle facilities at the railway bridge on Gypsy Patch Lane.

- Financial Contribution towards bus stop improvements - £10,000 towards improvements to the Gypsy Patch Lane (East bound) bus stop.
  - Travel Plan Framework – involving the appointment of a travel plan co-ordinator and travel plan prior to the first occupation the development.
  - The provision of a Community Bus Depot on the site.
  - Public Art - £50,000 towards the provision of publically accessible art.
- 5.6 Any approval of this application would not act to remove or in any way alter the legal agreement. The development of the site remains liable to provide those measures identified above.
- 5.7 Environmental Impact Assessment  
The applicant submitted a screening opinion ahead of this application in order to confirm whether or not the amendments proposed with this application should be supported by a further Environmental Assessment (or addendum to the Environmental Assessment submitted with the original outline planning applications). In this instance, the decision of the Local Planning Authority is such that no further Environmental Assessment is required with this application.
- 5.8 Proposed Changes to the approved Reserved Matters (PT15/2209/F)  
In general terms, the applicant has set out that since the granting of outline planning permission, the needs of the potential occupiers of the development has changed which is reflected in the market for take up of plots within the approved development. There is limited demand (for example) for very large industrial units in favour of smaller industrial units. Similarly, since the detailed consent for reserved matters has been approved, potential occupiers have indicated specific business requirements in respect of individual plots within the development. The amendments would result in a overall reduction of 938 square metres of B1/B2/B8 floors space and an overall reduction of 1753 square metres at the hotel. This amount is not considered to be significant across the scope of the development as a whole. Accordingly, the proposed changes are considered reasonably necessary in order to continue to make the development viable and attractive to the market; in the interests of positive and sustainable economic development.
- 5.9 Unit A1 (Hotel)  
The proposed changes reflect specific requirements for the hotel product to be provided by the agreed occupier (DeVere Village Hotels). In comparison with the consented development, the footprint of the hotel building has been reduced such that the overall floor area has reduced from 8645 square metres to 6861 square metres. Nonetheless, the amount of bedrooms to be provided is increased from 124 to 153 bedrooms. The building continues to occupy the north-eastern part of its plot whilst its overall principal elevation has reduced in size by approximately 33%. However, its principal elevation remains facing West towards the A38, whilst the effect of the changes mean that north elevation of the building has moved away from Gypsy Patch Lane.

Whilst the hotel building has reduced in terms of its overall foot-print, the height of the building has increased from approximately 18 metres to 23 metres. The elevational treatment of the building continues to provide a very modern appearance utilising bold materials consistent with the design concept approved under the extant planning permission. In this regard, it is considered that the hotel building would provide a strong landmark feature and is acceptable in design terms.

5.10 The landscaping of the hotel development has been enhanced along the north elevation of the site whilst the provision of substantial tree planting is un-altered by the proposed changes.

5.11 Parking and manoeuvring space would remain to the west and south of the building with the number of parking spaces (257) remains unchanged and are sufficient to meet the parking requirements associated with the hotel. The proposed changes also allow for the provision of taxi and coach pick up/drop off facilities within the hotel curtilage.

5.12 Unit G2 and G5

The proposed amendments reflect the specific requirements of the occupier of the building. In this instance, the amendments include an increased ancillary office floor space from 255 metres square to 510 metres square (unit G2) and 520 metres square (unit G5). There is an increase in the numbers of Dock Levellers (part of the loading bay door system) in the Eastern Elevation of the unit G2 and South Elevation of unit G5. It should be noted that the overall foot-print and position of the buildings will not be altered. However, it is proposed to increase the overall heights of the buildings from 14.7 metres to 15.1 and 15.2 metres, respectively. The numbers of permanent parking spaces for the plots will remain at 55 and 56, whilst the amendments will make provision for revised overspill parking within each of the plots.

5.13 These buildings are positioned immediately to the South of Gipsy Patch Lane. It is considered that the visual changes to the buildings in terms of the overall height are minimal and in the context of the development as a whole the visual impact of this change would not result in a detrimental impact in visual terms. Given the position and orientation of the buildings it is considered that the increased number of loading bay doors (facing away from Gipsy Patch Lane) would be acceptable and consistent with the industrial character of the building and the general surrounding development.

5.14 Units G3 and G4

The proposed amendments reflect the changes in the market requirements and demand for very large units and to meet the specific requirements of agreed occupiers. This amendment effectively replaces the approved G3/G4 unit (which is a single large unit) with 3 smaller units (proposed Unit F2, Unit G3 and Unit G4). The overall floor space offered across this plot would be reduced from 9522 metres square to 8581 metres square, whilst the 3 separate buildings would be between 9.1 and 9.4 metres in height. This is a reduction of approximately 5 metres in comparison with the approved building in this plot.

Access to Unit F2 is proposed to be off the West Access spine road whilst access to Units G3 and G4 is proposed to be from the Southern Access spine road (as it would be for the extant planning permission). Permanent parking spaces would remain at 50 spaces across the plot whilst the overspill parking would be revised.

- 5.15 The amendments would allow improvements to the landscaping of the site. Officers also acknowledge the benefits of the changes in that this would result in a stronger street scene along the western and eastern access spine roads. Whilst this change would effectively separate a large single building into 3 buildings, the development would remain consistent with the wider visual character of the remaining development and is acceptable in that regard

5.16 Units G6 and G7

These units are provided in one building under the approved development. In order to cater for a wider range of occupier requirements, it is proposed to effectively separate these units into two separate buildings resulting in a comparative increase of approximately 500 square metres of additional floor space over and above the consented building. The amendments would also provide additional ancillary office floor space and additional dock bay levellers (loading bay doors) whilst reducing the overall height of the buildings from 14.7 metres to 13.7 metres. Permanent parking space provision would remain at 50 spaces across the plot with revisions to the overspill parking. An additional access would be provided from the Eastern access spine road to accommodate the effective separation of the buildings.

- 5.17 These buildings are located towards the south-east area of the site. They will not be easily visible from the wider area. Given the position and orientation of the buildings it is considered that the increased number of loading bay doors would be acceptable and consistent with the industrial character of the building and the general surrounding development.

5.18 Unit G8

This unit is positioned immediately to the east of Units G6 and G7. The position and foot print of the building would remain unchanged, however the amendments would introduce additional ancillary office floor space. Again this is to accommodate the specific requirements of the agreed occupier of the site. In this instance, the height of the building would be reduced from 14.7 metres to 14 metres. No changes are proposed to the amount of permanent parking spaces (25) however the amendments would facilitate revisions to the overspill parking on the plot.

5.19 Units H1 and H2

These units provide for small industrial units. In this instance, it is proposed to remove Unit H3 from the development in response to market conditions and to allow and improved variety of units to meet current market demands; and potential occupier requirements. Whilst the approved Unit H3 would be removed, the overall floor space of the remaining Units H1 and H2 would be increased comparatively allowing for more flexibility in terms of the units to be provided.

The total number of permanent parking spaces would remain at 47, whilst the amendments would allow revisions in respect of overspill parking on the plot. It is also proposed to revise the approved turning head to accommodate specific flood protection requirements on this part of the site. The overall heights of the buildings would be increased to 10.6 and 10.9 metres from 8.5 metres as currently approved.

- 5.20 These buildings are located in the south-east area of the site. They will not be easily visible from the wider area. Given the position and orientation of the buildings it is considered that the changes to the buildings would be acceptable and consistent with the industrial character of the surrounding development.

5.21 Electric Distribution Sub-Station

This building was approved under separate planning application PT14/1721/F and provides electricity to the development as approved. The amendment effectively accounts for the 'as built' position of the building which is consistent with its own planning consent. It is considered that this would help to clarify the exact development on the site and would not result in any material impact in respect of the wider development.

5.22 General Design and Visual Amenity Considerations

The Local Planning Authority concluded that the design of the development approved under the original reserved matters application is acceptable and that it would provide a high quality environment. It is acknowledged that the proposed amendments would make changes to the size, height and position of some of the buildings approved under the reserved matters application. However, in the context of the development as a whole, the proposed changes are relatively minor in nature and they would not significantly change the general scope and character of the approved development. In particular, it is considered that the relative increase in the heights of affected buildings along Gipsy Patch Lane would not be discernable compared to the consented development. It is not proposed to alter the pallet of approved materials, whilst the general design and visual parameters and broad grid layout would also remain unchanged. On this basis, officers consider that the proposed amendments are acceptable and would not result in an unacceptable impact in design and layout terms.

5.23 Highway Safety, Amenity and Parking

The proposed amendments do not alter the access to the site or the internal road layout. The amendments do not amount to a material change in the amount of B1/B2/B8 floor space, whilst there is an increase of 29 bed spaces associated with the hotel development. Officers are satisfied that the amendments would not result in a material change in respect of commercial and private vehicle movements associated with the development. In this instance, the level of permanent car parking spaces remains unchanged, whilst there is a modest reduction in overspill parking spaces (from 418 to 378) across the site as a whole. Officers are satisfied that over-all, the development would continue to provide adequate parking facilities proportionate to the scale of the development on the site.

- 5.24 In general terms, the internal road layout and associated junctions with the surrounding highway network remain unaltered, such that the capacity for the provision of public transport routes through the site will not be compromised. It is noted that the amendments would effectively introduce one additional access way onto the western access spine road. The western access spine road provides the main cycle route through the site. However, the additional access point is capable of providing the same comprehensive layout to accommodate users of cycles on this route and officers are satisfied that the amendments would not compromise the safety of cyclists; or the amenity of the routes in comparison with the approved development.
- 5.25 Drainage and Flood Risk  
Officers acknowledge the comment made by a member of the local community in respect of flood risk for nearby commercial activity. In this instance, the approved development has been designed to accommodate specific drainage requirements in order to handle surface and foul water associated with the development. The layout of the drainage scheme would not be materially altered as a result of the proposed amendments as it accommodates the broad grid type layout of the development as approved. A condition is applied to the reserved matters requiring that development accords with the drainage strategy and this can be carried forward onto any approval of these amendments. On this basis, officers are satisfied that drainage matters are adequately catered for as part of the development of the site.
- 5.26 Other Matters  
*Building Heights* It is noted that the proposed amendments will result in the increase of some of the affected buildings on the site; and in particular the hotel would increase in height by approximately 5 metres (whilst other increases would be 1 metre). The original outline planning permission (PT12/0601/EXT) included a condition which restricted heights of buildings on the site in order to safeguard the interest of the Filton Airfield. However, the airfield has since ceased flying operations. Accordingly the Outline consent has been varied so as to remove the condition and as such there are no limitations in respect of the heights of buildings on the site in relation to the airfield safeguarding. In this regard, the increase in the heights of affected buildings is considered acceptable.
- 5.27 *Wider Environmental Considerations* This application seeks to secure specific amendments to the approved development. In this instance, matters relating to layout, ecology, water environment, air quality, noise, land contamination, lighting landscaping, broad transport provision have been assessed as part of the approved reserved matters application. The proposed amendments do not alter the scope of the development in this regard and as such need not be considered further as part of this amendment application.
- 5.28 *Conditions* All conditions relating to the reserved matters approval remain appropriate in respect of the proposed amendments. Those conditions will be carried forward as part of any approval of this application. The application will also secure the revised plans by way of appropriately worded condition.



5.29 Concluding Analysis

The National Planning Policy Framework (NPPF) makes it clear that the purpose of the planning system is to achieve sustainable development. There is a presumption in favour of sustainable development with a strong emphasis on 'growth' and the role that the planning system plays in providing positive economic development.

5.30 This application seeks approval for relatively minor amendments to the development of the Rolls Royce East works site. The site is a long established economic development site and is allocated in the South Gloucestershire Core Strategy as being a site safeguarded for economic development. The site has been dormant well in excess of five years but development is now underway in accordance with the development now approved. It is located in a sustainable location within the urban area close to a growing population and strong viable links with the local and wider economic landscape. The development represents a significant investment in the area and the creation of a significant level of jobs, both direct and indirect (for local supporting businesses in the surrounding area). The site is also identified within the Filton Enterprise Area. It is considered that these factors carry substantial weight in the determination of the application and, in accordance with the National Planning Policy Framework, the development proposal should be approved without delay.

5.31 Officers are satisfied that the proposed amendments would not undermine the scope of the extant planning permission and would act to allow the development to respond to the changing economic market and needs of future occupiers of the site. The amendments to the development would facilitate a positive boost to the economy of the local area and the wider region; and would take full advantage of the context of the site in assisting the implementation public/sustainable transport initiatives and greatly improving the visual amenity of the area.

5.32 Having regards to the above assessment, officers are satisfied that the development is acceptable and recommend that the reserved matters application is approved.

**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 South Gloucestershire Local Plan (Adopted) January 2006 and the South Gloucestershire Local Plan Core Strategy (Adopted) December 2013 set out above, and to all the relevant material considerations set out in the report.

## **7. RECOMMENDATION**

- 7.1 That the Condition 4 of the planning permission PT15/2209/RM is varied subject to the following conditions;

**Contact Officer: Simon Penketh**  
**Tel. No. 01454 863433**

### **CONDITIONS**

1. The construction phase of the development hereby approved shall be carried out in accordance with the Dust Management and Mitigation Measures as set out in appendix 11.5 of the addendum to the Environmental Statement as received by the Local Planning Authority on 20th May 2015

**Reason**

In the interests of Air Quality and the amenities of the occupants of nearby dwellings and to accord with policy CS9 of the South Gloucestershire Council Local Plan; Core Strategy (adopted) December 2013

2. The development hereby approved shall proceed strictly in accordance with the Foul Drainage Strategy Plan (33559-2013-001-D) and the Surface Water Drainage Strategy (33559-5501-SK04H) as received by the Local Planning Authority on 11th September 2015.

**Reason**

In the interests of the water environment and amenity of the site and the surrounding locality; and to accord with Policy EP2 of the South Gloucestershire Local Plan (adopted) January 2006, and Policy CS9 of the South Gloucestershire Council Local Plan; Core Strategy (adopted) December 2013.

3. No security fences or CCTV shall be installed on the development hereby approved unless full details in this regard have been submitted to and agreed in writing by the Local Planning Authority. Thereafter the development shall be retained as such.

**Reason**

In the interests of visual amenity and to accord with Policy CS1 of the South Gloucestershire Council Local Plan; Core Strategy (adopted) December 2013.

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

13671-S-100 rev A	Site Location Plan
13671-S73-102G	Proposed Master Plan
13671-S73-103C	Proposed Site Plan Extract 1
13671-S73-104A	Proposed Site Plan Extract 2
13671-S73-105A	Proposed Site Plan Extract 3
13671-S73-106C	Proposed Site Plan Extract 4
13671-S73-107C	Proposed Site Plan Extract 5
13671-S73-108C	Proposed Site Plan Extract 6
13671-S73-109D	Proposed Site Plan Extract 7

13671-S73-110D	Proposed Site Plan Extract 8
13671-S73-111J	Proposed illustrative parking plan
13671-S73-112C	Proposed Street scene elevations
Hotel	
13671-S73-A1-110B	Proposed Hotel GA Plan
13671-S73-A1-111A	Proposed Hotel GA Plan
13671-S73-A1-112B	Proposed Hotel Elevations
Unit B	
13671-B-101	Proposed Office GA Plans 1,9,14
13671-B-102	Proposed Office Elevations 1,9,14
13671-B-103	Proposed Office GA Plans 4,8,13
13671-B-104	Proposed Office Elevations 4,8,13
13671-B-105	Proposed Office GA Plans 3,5
13671-B-106	Proposed Office Elevations 3,5
13671-B-107	Proposed Office GA Plans 2,10
13671-B-108	Proposed Office Elevations 2,10
13671-B-109 rev A	Proposed Office GA Plans 6
13671-B-110	Proposed Office Elevations 6
13671-B-111 rev A	Proposed Office GA Plans 7
13671-B-112	Proposed Office Elevations 7
13671-B-113 rev A	Proposed Office GA Plans 11
13671-B-114	Proposed Office Elevations 11
13671-B-115 rev A	Proposed Office GA Plans 12
13671-B-116	Proposed Office Elevations 12
Unit C1	
13671-C1-101 rev A	Proposed Showroom C1 GA Plan
13671-C1-110	Proposed Showroom C1 Elevations
Unit C2	
13671-C2-101 rev A	Proposed Showroom C2 GA Plan
13671-C2-110	Proposed Showroom C2 Elevations
Unit D1	
13671-D1-101 rev A	Proposed Unit D1 GA Plan
13671-D1-110	Proposed Unit D1 Elevations
Unit F1	
13671-F1-101 rev A	Proposed Unit F1 GA Plan
13671-F1-110	Proposed Unit F1 Elevations
Unit F2	
13671-S73-F2-101A	Proposed Unit GA Plan
13671-S73-F2-110B	Proposed Unit G3-4 Elevations
Unit G1	
13671-G1-101	Proposed Unit G1 GA Plan
13671-G1-110	Proposed Unit G1 Elevations

Unit G2	
13671-S73-G2-101C	Proposed Unit Ground Floor GA Plan
13671-S73-G2-102D	Proposed First Floor GA Plan
13671-S73-G2-110D	Proposed Unit G2 Elevations
Unit G3	
13671-S73-G3-101B	Proposed GA Plan
13671-S73-G3-110C	Proposed Elevations
Unit G4	
13761-S73-G4-101B	Proposed GA Plan
13761-S73-G4-110C	Proposed Elevations
Unit G5	
13671-S73-G5-101C	Proposed Unit G5 GA Plan
13761-S73-G5-102C	Proposed First Floor GA Plan
13671-S73-G5-110G	Proposed Unit G5 Elevations
Unit G6	
13671-S73-G6-101D	Proposed Unit G6 GA Plan
13671-S73-G6-110D	Proposed Unit G6- Elevations
Unit G7	
13761-S73-G7-101D	Proposed GA Plan
13761-S73-G7-110D	Proposed Elevations
Unit G8	
13671-S73-G8-101D	Proposed Unit G8 GA Plan
13671-S73-G8-110E	Proposed Unit G8 Elevations
Unit H1	
13671-S73-H1-101C	Proposed Unit H1 GA Plan
13671-S73-H1-110C	Proposed Unit H1 Elevations
Unit H2	
13671-S73-H2-101C	Proposed Unit H2 GA Plan
13671-S73-H2-110C	Proposed Unit H2 Elevations
Landscape	
V13671-S73-L01E	Proposed Landscape Masterplan
V13671-S73-L02E	Proposed Landscape Site Plan Extract 1
V13671-S73-L03D	Proposed Landscape Site Plan Extract 2
V13671-S73-L04D	Proposed Landscape Site Plan Extract 3
V13671-S73-L05D	Proposed Landscape Site Plan Extract 4
V13671-S73-L06E	Proposed Landscape Site Plan Extract 5
V13671-S73-L07C	Proposed Landscape Site Plan Extract 6
V13671-S73-L08C	Proposed Landscape Site Plan Extract 7
V13671-S73-L09C	Proposed Landscape Site Plan Extract 8
V13671-D01	Detail of Tree Planting Soft Landscape
V13671-D02	Detail of Tree Planting Hard Landscape

Cycle/Highways  
33559-5501-013C  
CP01\_D

Cycle Route and Signage Examples  
Cycle and Pedestrian Routes

Drainage  
33559-2013-001-D  
33559-5501-SK04H

Foul Drainage and Strategy Plan  
Surface Water Drainage Strategy

D&A  
13671-DAS01

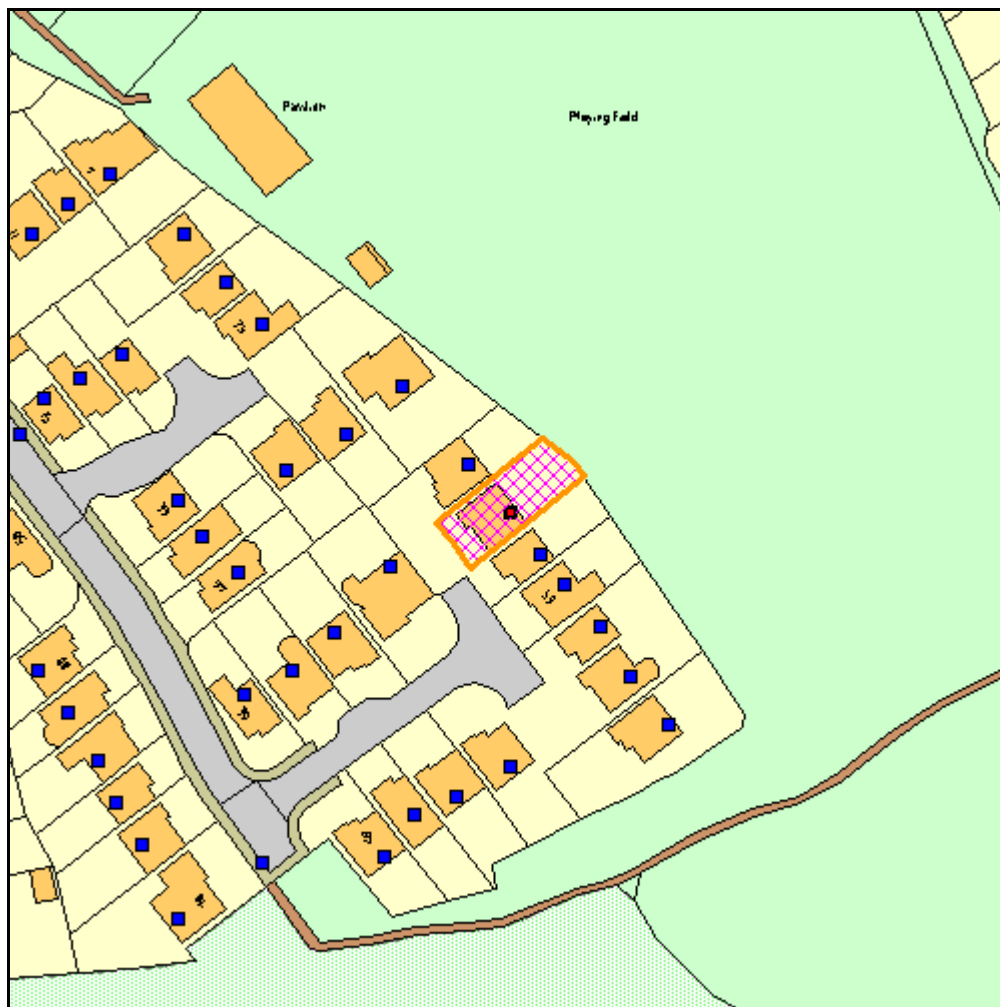
Design and Access Statement

Reason  
For the avoidance of doubt.

**CIRCULATED SCHEDULE NO. 22/16 – 3 JUNE 2016**

<b>App No.:</b>	PT16/1665/F	<b>Applicant:</b>	Mrs Adele Hooper
<b>Site:</b>	49 Brins Close Stoke Gifford Bristol South Gloucestershire BS34 8XU	<b>Date Reg:</b>	18th April 2016
<b>Proposal:</b>	Erection of front extension to form porch and conversion of garage to form additional living accommodation.	<b>Parish:</b>	Stoke Gifford Parish Council
<b>Map Ref:</b>	362659 179739	<b>Ward:</b>	Stoke Gifford
<b>Application Category:</b>	Householder	<b>Target Date:</b>	10th June 2016

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PT16/1665/F

## **REASON FOR REPORTING TO CIRCULATED SCHEDULE**

The application appears on the Circulated Schedule given the areas of concern raised by Stoke Gifford Parish Council.

### **1. THE PROPOSAL**

- 1.1 The application seeks planning permission for the erection of front extension to form porch and conversion of garage to form additional living accommodation at 49 Brins Close in Stoke Gifford.
- 1.2 The host dwelling is a two-storey, buff brick, detached dwelling with a front gable. The dwelling benefits from an integral garage.
- 1.3 There are no existing boundary treatments at the front of the property.

### **2. POLICY CONTEXT**

#### 2.1 National Guidance

National Planning Policy Framework March 2012  
National Planning Policy Guidance 2014

#### 2.2 Development Plans

South Gloucestershire Local Plan (Adopted) January 2006 (saved policies)  
H4 Development within existing Residential Curtilages

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

#### 2.3 Supplementary Planning Guidance

Design Checklist Supplementary Planning Document (adopted) August 2007  
Residential Parking Standards Supplementary Planning Document (adopted) December 2013

### **3. RELEVANT PLANNING HISTORY**

- 3.1 P89/0006/4 Approval Full Planning 20/02/1990  
Residential development on 4.6 acres of land including the erection of 60 detached houses and associated garages. Construction of new estate road. (In accordance with the revised layout plan received by the Council on the 18<sup>th</sup> January 1990).
- 3.2 P87/0020/34 Approval 08/11/1989  
Residential and ancillary development on approximately 4.6 hectares (11.5 acres) of land to include erection of 125 houses and 6 bungalows with related garages, boundary walls and parking areas. Construction of two estate roads

on land off Rock Lane and North Road, Stoke Gifford. (In accordance with the applicants' letter received by the council on the 29<sup>th</sup> May 1987).

#### **4. CONSULTATION RESPONSES**

##### **4.1 Stoke Gifford Parish Council**

No objection, however concerns expressed about future parking plans due to the TRO being implemented and the existing parking concerns within Brins Close.

##### **4.2 Sustainable Transport**

Following revised plans being submitted there are no transportation objections.

#### **Other Representations**

##### **4.3 Local Residents**

No comments received.

#### **5. ANALYSIS OF PROPOSAL**

##### **5.1 Principle of Development**

Policies CS1 of the South Gloucestershire Core Strategy (adopted December 2013) and Saved Policy H4 of the South Gloucestershire Local Plan (adopted January 2006) are both supportive in principle. Saved Policy H4 is supportive providing development is within the curtilage of existing dwellings, the design is acceptable with relation to policy CS1 of the Core Strategy, that there is safe and adequate parking, and also providing the development has no negative effects on transport.

Policy CS1 of the Core Strategy exists to make sure developments enhance and respect the character, distinctiveness and amenity of the site and its context. The proposal shall be determined against the analysis below.

##### **5.2 Design**

The application site is a two-storey detached buff brick property within the Stoke Gifford settlement boundary. Permission is sought for the erection of a front extension to form a porch and conversion of garage to form additional living accommodation. There are a number of other properties within the area that have received planning permission for garage conversions.

The materials which would be utilised include buff brick and white upvc to match existing. It is thought that the proposal respects the character of the site and the wider context as well as being of an appropriate scale and proportion with the original dwelling and surrounding properties. Thus, the proposal satisfies policy CS1 of the adopted Core Strategy.

##### **5.3 Residential Amenity**

Saved policy H4 of the adopted Local Plan aims to ensure that residential development within established residential curtilage does not prejudice the residential amenity of any neighbouring occupier.



The proposal is for the erection of a front extension to form a porch and conversion of garage. The existing garage door will be replaced by a window. The residential amenity of neighbouring properties should not be detrimentally impacted by this development as it does not result in any material loss of light to neighbouring dwellings. There is no boundary treatments at the front of the property, however, the proposal is not considered to result in an adverse impact regarding overlooking.

The proposal is considered to accord with saved policy H4 of the adopted Local Plan 2006.

#### 5.4 Transport

No new bedrooms are proposed within the development, however, the proposal will see the loss of the existing garage. The dwelling house has four bedrooms. The Council has a Residential Parking Standard SPD which sets the minimum parking standard in proportion to the amount of bedrooms at the property; for a four bed dwelling a minimum of two spaces is required. The site plan submitted shows that the dwelling has two parking spaces to the front of the existing garage, as such the proposal complies with the Councils' residential parking standard.

The comments in relation to the provision of Traffic Regulation Orders in the locality are noted. However, this would not preclude the proposed development as it would not act to reduce the available parking within the application site and as such sufficient parking is available.

### 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 South Gloucestershire Local Plan (Adopted) January 2006 and the South Gloucestershire Local Plan Core Strategy (Adopted) December 2013 set out above, and to all the relevant material considerations set out in the report.

### 7. RECOMMENDATION

- 7.1 That the application is **APPROVED** with conditions.

**Contact Officer: Fiona Martin**  
**Tel. No. 01454 865119**

### CONDITIONS

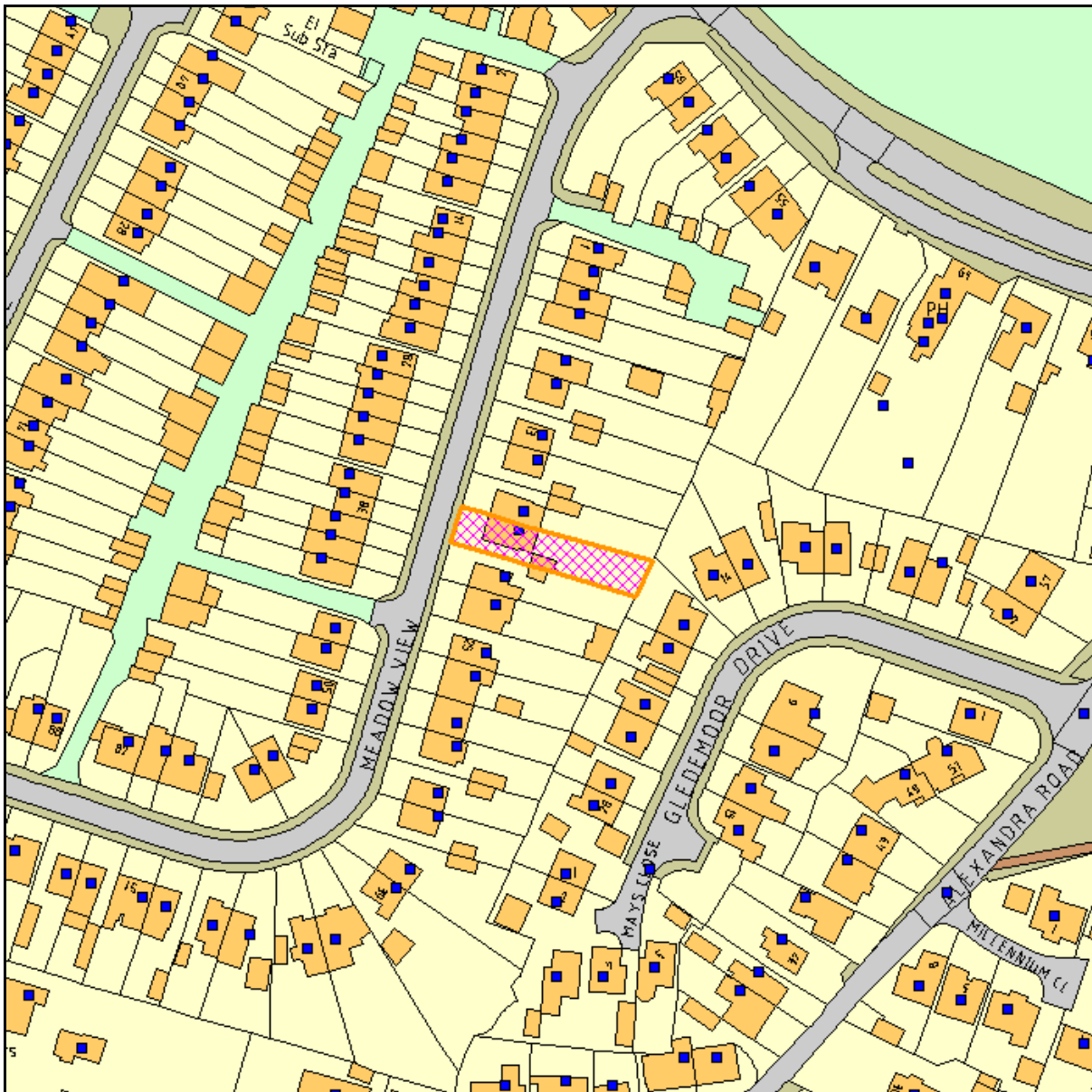
1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason

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

## CIRCULATED SCHEDULE NO. 22/16 – 3 JUNE 2016

<b>App No.:</b>	PT16/1667/CLP	<b>Applicant:</b>	Mr M Smith
<b>Site:</b>	19 Meadow View Frampton Cotterell South Gloucestershire BS36 2NF	<b>Date Reg:</b>	18th April 2016
<b>Proposal:</b>	Certificate of Lawfulness proposed to install rear dormer to create loft conversion.	<b>Parish:</b>	Frampton Cotterell Parish Council
<b>Map Ref:</b>	367595 181432	<b>Ward:</b>	Frampton Cotterell
<b>Application Category:</b>	Certificate of Lawfulness	<b>Target Date:</b>	10th June 2016



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PT16/1667/CLP

## **REASON FOR REPORTING TO CIRCULATED SCHEDULE**

This application is for a Certificate of Lawfulness, and as such, according to the current scheme of delegation, is required to be taken forward under the Circulated Schedule procedure.

### **1. THE PROPOSAL**

- 1.1 The applicant is seeking a formal decision as to whether the proposed erection of a rear dormer at 19 Meadow View, Frampton Cotterell would be lawful development. This is based on the assertion that the proposal falls within the permitted development rights normally afforded to householders under the Town and Country Planning (General Permitted Development) (England) Order 2015.
- 1.2 The application is formal way of establishing whether the proposal requires planning permission or not. Accordingly there is no consideration of planning merit, the decision is based on the facts presented.

### **2. POLICY CONTEXT**

- 2.1 National Guidance  
Town and Country Planning Act 1990 (As Amended) 1990 section 192  
Town and Country Planning (General Permitted Development) (England) Order 2015 (GPDO)

The submission is not a full planning application this the Adopted Development Plan is not of relevance to the determination of this application; the decision rests on the evidence that has been submitted. If the evidence submitted demonstrates that the proposed use is lawful on the balance of probabilities, the Local Planning Authority must grant a Certificate confirming the proposed development is lawful against the GPDO.

### **3. RELEVANT PLANNING HISTORY**

- 3.1 PT08/2886/F – Approval – 05/12/2008 – Erection of two storey side extension to provide additional living accommodation.

### **4. CONSULTATION RESPONSES**

- 4.1 Frampton Cotterell Parish Council  
No Objection
- 4.2 Other Consultees  
No Comments Received

#### **Other Representations**

- 4.3 Local Residents  
No Comments Received

## 5. **SUMMARY OF EVIDENCE IN SUPPORT OF APPLICATION**

- 5.1 Application Form; Site Location and Block Plan; Existing Floor Plans; Existing Elevations; Proposed Floor Plans; Proposed Loft and Roof Plan; Proposed Elevations; and Proposed Section.

## 6. **ANALYSIS OF PROPOSAL**

### 6.1 **Principle of Development**

The application for a Certificate of Lawfulness is purely an evidential test and is a formal way of establishing whether or not the proposed development can be implemented lawfully, without the need for planning permission. Accordingly there is not consideration of planning merit, the application is based on the facts presented. This submission is not an application for planning permission and as such the development plan is not of relevance to the determination of this application; the decision rests upon the evidence that has been submitted. If the evidence submitted demonstrates that the proposed use is lawful, on the balance of probabilities, the Local Planning Authority must grant a certificate confirming that the proposed development is lawful.

- 6.2 The key issue in this instance is to determine whether the proposal falls within the permitted development rights afforded to the householders under Schedule 2, Part 1 Classes B of the GPDO (2015).

- 6.3 The proposed development consists of the introduction of a rear dormer to facilitate a loft conversion. This development would be within Schedule 2, Part 1 Class B of the GPDO (2015), which allows additions etc. to the roof of a dwellinghouse provided it meets the criteria detailed below:

### **B.1 Development is not permitted by Class B if –**

- (a) Permission to use the dwellinghouse as a dwellinghouse has been granted only by virtue of Class M, N, P or Q of Part 3 of this Schedule (changes of use)**

The dwellinghouse was not granted under classes M, N, P or Q of Part 3.

- (b) Any part of the dwellinghouse would, as a result of the works, exceed the height of the highest part of the existing roof;**

The proposal would not exceed the height of the highest part of the existing roof.

- (c) Any part of the dwellinghouse as a result of the works, extend beyond the plane of any existing roof slope which forms a principle elevation of the dwellinghouse and fronts a highway;**

The proposal will be situated to the rear elevation and does not front a highway.

- (d) **The cubic content of the resulting roof space would exceed the cubic content of the original roof space by more than –**  
(i) **40 cubic metres in the case of a terrace house, or**  
(ii) **50 cubic metres in any other case**

The proposal would result in an additional volume of approximately 17.25 cubic metres.

- (e) **It would consist of or include —**  
(i) **the construction or provision of a verandah, balcony or raised platform, or**  
(ii) **the installation, alteration or replacement of a chimney, flu or soil and vent pipe;**

Not applicable.

- (f) **The dwellinghouse is on article 2(3) land.**

The host dwelling is not on article 2(3) land.

**B.2 Development is permitted by Class B subject to the following conditions -**

- (a) **the materials used in any exterior work must be of a similar appearance to those used in the construction of the exterior of the existing dwellinghouse;**

The materials used will be of a similar appearance.

- (b) **the enlargement must be constructed so that –**  
(i) **other than in the case of a hip-to-gable enlargement or an enlargement which joins the original roof to the roof of a rear or side extension –**  
(aa) **the eaves of the original roof are maintained or reinstated; and**  
(bb) **the edge of the enlargement closest to the eaves of the original roof is, so far as practicable, not less than 0.2 metres from the eaves, measure along the roof slope from the outside edge of the eaves; and**  
(ii) **other than in the case of an enlargement which joins the original roof to the roof of a side or rear extension, no part of the enlargement extends beyond the outside face of any external wall of the original dwellinghouse; and**

The proposal would be greater than 0.2 metres from the outside edge of the eaves of the original roof and does not protrude beyond the outside face of any external wall of the original dwellinghouse.

- (c) any window inserted on a wall or roof slope forming a side elevation of the dwellinghouse must be-
  - (i) Obscure-glazed, and
  - (ii) Non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is to be installed.

Not applicable

## 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/refuse permission has been taken having regard to the policies and proposals in the South Gloucestershire Local Plan (Adopted) January 2006 and the South Gloucestershire Local Plan Core Strategy (Adopted) December 2013 set out above, and to all the relevant material considerations set out in the report.

## 7. **RECOMMENDATION**

- 7.1 That a certificate of Lawfulness for Proposed Development is **granted** for the following reason:

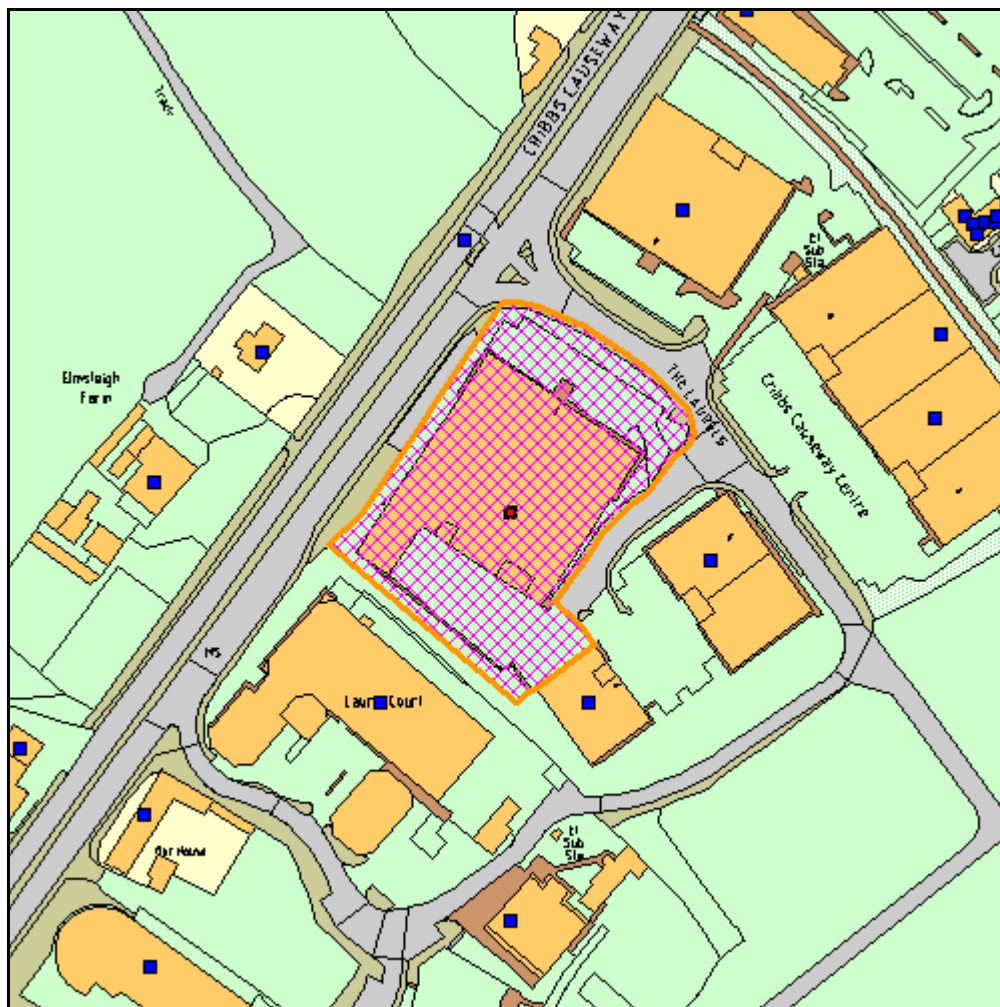
Evidence has been provided to demonstrate that the proposed extension would be allowed as it is considered to fall within the permitted rights afforded to householders under Schedule 2; Part 1, Class B of the Town and Country Planning General Permitted Development Order 2015.

**Contact Officer: Hanni Osman**  
**Tel. No. 01454 863787**

**CIRCULATED SCHEDULE NO. 22/16 – 3 JUNE 2016**

<b>App No.:</b>	PT16/1739/F	<b>Applicant:</b>	Rybrook Services Ltd
<b>Site:</b>	Unit 1 Cribbs Causeway Centre Cribbs Causeway Almondsbury Bristol South Gloucestershire BS10 7TT	<b>Date Reg:</b>	21st April 2016
<b>Proposal:</b>	Installation of external lighting	<b>Parish:</b>	Almondsbury Parish Council
<b>Map Ref:</b>	357241 180508	<b>Ward:</b>	Patchway
<b>Application Category:</b>	Minor	<b>Target Date:</b>	15th June 2016

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PT16/1739/F



## **REASON FOR SUBMISSION TO THE CIRCULATED SCHEDULE**

This application has been submitted to the Council's circulated schedule procedure as comments received have been contrary to the Officer's recommendation.

### **1. THE PROPOSAL**

- 1.1 This application seeks planning permission for the installation of external lighting at Unit 1 Cribbs Causeway. In 2015 planning permission was granted for the change of use of a former warehouse and distribution centre (B8) to a motor dealership (Sui Generis) as defined in the Town and Country Planning (Use Classes) Order, as well as a number of physical alterations and extensions. This planning permission has been implemented and is therefore considered to be extant – the proposed external lighting is associated with the extant use.
- 1.2 The application site is within Almondsbury, bounded on the south by a motor dealership, to the north and east by light industrial units/offices and to the west by the A4018.
- 1.3 The site is located within the Cribbs/Patchway New Neighbourhood, and is a designated interim safeguarded area by the South Gloucestershire Local Plan Core Strategy (adopted December 2012).
- 1.4 Within April of this year, an application for advertisement consent was permitted for the installation of a number of illuminated advertisements (planning ref. PT16/0957/ADV).
- 1.5 The development subject to the planning application contains the following:
  - East side car parking area: 3 no. lighting columns (8 metres in height with a 0.8 metre head);
  - Southern building elevations: 2no. wall mounted lights (mounted approximately 8 metres from ground level);
  - Western building elevation: 2no. wall mounted lights (mounted approximately 8 metres from ground level);
  - West side car parking area: 1no. lighting column (8 metres in height with a 0.8 metre head).

### **2. POLICY CONTEXT**

- 2.1 National Guidance  
National Planning Policy Framework (NPPF) March 2012  
National Planning Practice Guidance (PPG) March 2014

- 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  
 CS7 Strategic Transport Infrastructure  
 CS8 Improving Accessibility  
 CS9 Managing Environment and Heritage  
 CS11 Distribution of Economic Development Land  
 CS12 Safeguarded Areas for Economic Development  
 CS13 Non-safeguarded Economic Development Sites  
 CS14 Town Centres and Retail  
 CS25 Communities of the North Fringe of Bristol Urban Area  
 CS26 Cribbs/Patchway New Neighbourhood

South Gloucestershire Local Plan Adopted January 2006 Saved Policies

E3 Proposals for Employment Development within the Urban Area and Defined Settlement Boundaries  
 L1 Landscape Protection and Enhancement  
 T12 Transportation

2.3 Supplementary Planning Guidance

South Gloucestershire Design Checklist SPD (Adopted) August 2007

Cribbs Patchway New Neighbourhood Development Framework SPD (adopted) March 2014

**3. RELEVANT PLANNING HISTORY**

PT16/0957/ADV Approve 26/04/2016  
 Consent to display 11no. internally illuminated static fascia, 1 no. internally illuminated static hanging and 5 no. internally illuminated static pylon signs.

PT15/1299/F Approve with Conditions 09/06/2015  
 Change of use from B8 (Storage and Distribution) to motor dealership (sui generis) as defined in the Town and Country Planning (Use Classes) Order. Erection of extension to north west facade and new building in secure yard. Various external alterations and reconfiguration of car park and new landscaping

PT15/1415/RM Decision Pending  
 Erection of a new car dealership including workshop, compound and a new car park including appearance, landscaping, layout and scale. (Approval of Reserved Matters to be read in conjunction with Outline Planning Permission PT14/2646/O).

PT14/2646/O Approve with Conditions 22/12/2014  
 Mixed use development on 3.15ha of land comprising offices (Use Class B2) Storage (Use Class B8) car showrooms (sui generis) and all associated ancillary facilities. Outline application including access with all other matters reserved.

P92/0051/110 Approval Full Planning 20/05/1992  
 Erection of extension to provide covered loading dock

P91/2305/A                      Advert Approval                      18/12/1991  
Display of sales office sign measuring 3.700M x 1.350M to read "cribbs  
causeway centre sales office" with 'isis' logo (in accordance with the amended  
plans received by the council on 25TH November 1991).

P91/2304/A                      Advert Approval                      23/10/1991  
Display of two flagpoles and flags (in accordance with amended plans received  
by the council on 8TH October 1991)

P91/0051/101                  Approval Full Planning                      23/10/1991  
Use of land for stationing of temporary management / sales office (in  
accordance with amended plans received by the council on the 8TH October  
1991)

P90/1849                      Approval                      10/10/1990  
Erection of warehouse / storage buildings and ancillary offices totalling 14,441  
sq metres (155,441 sq ft) in floor area (as defined in class B8 of the town and  
country planning (use classes) order 1987) construction of access roads and  
associated parking and manoeuvring areas (in accordance with the amended  
plans received by the council on 2ND July 1990 and 7TH and 13TH august  
1990)

P89/2141                      Approval                      10/10/1990  
Use of 3.24 hectares (8 acres) for the erection of 14,441 sq metres (155,441 sq  
ft) of warehousing development including ancillary offices (class B8 of the town  
and country planning (use classes) order 1987). Construction of new vehicular  
and pedestrian access (outline)

#### **4. CONSULTATION RESPONSES**

- 4.1 Almondsbury Parish Council  
Objection, the Parish Council feel that there is light pollution from the existing  
lights in the area and these additional lights would contribute to this existing  
problem.
- 4.2 Sustainable Transport  
No objection.
- 4.3 Lead Local Flood Authority  
No comment.
- 4.4 Highway Structures  
No comment.
- 4.5 Lighting Engineer  
No objection, the proposal keeps obtrusive light to a minimum.

## **Other Representations**

- 4.6 Local Residents  
None received.

## **5. ANALYSIS OF PROPOSAL**

- 5.1 This application seeks planning permission for installation of external lighting in association with a motor dealership which was granted planning permission in 2015, a planning permission that has been implemented.
- 5.2 Principle of Development  
Table 2 within policy CS12 identifies Cribbs Causeway as an Interim Safeguarded Area for economic development. Policy CS12 gives priority on safeguarded sites to B Use Classes, however, this application site is located in an interim safeguarded site. Interim safeguarded sites will be subject to review in the future, such sites are interim due to the surrounding development where new neighbourhoods are proposed/planned.
- 5.3 The proposed external lighting is not considered to be in conflict with the requirements of policy CS12.
- 5.4 Policy CS26 relates specifically to development within the Cribbs/Patchway New Neighbourhood (CPNN). Policy CS26 requires all development within the CPNN to be comprehensively planned with the Cribbs Patchway New Neighbourhood Development Framework SPD (CPNN SPD). Policy CS26 and the CPNN SPD relates more to the strategic aims for the area, such guidance is not specifically related or necessarily relevant for the aspects of this proposal being considered within this application.
- 5.5 Also of relevance is the adopted Local Plan, namely saved policy E3 which does provide specific guidance for the provision of new unallocated economic development land. The Local Plan was adopted in 2006, prior to both the NPPF and PPG, as such the weight that can be afforded to saved policy E3 is significantly diluted other than where there is direct accordance between saved policy E3, the NPPF and Core Strategy. Saved policy E3 supports economic development, as long as specific criteria are satisfied by the proposal. The criteria involves: environmental effects; traffic and highway safety concerns; impact on residential amenity; the character and appearance of the area; and that maximum density if achieved. Other than the criteria regarding maximum density, the other criteria of saved policy E3 are in accordance with the NPPF.
- 5.6 Policy CS9 'Managing the Environment and Heritage' of the adopted Core Strategy aims to protect buildings and people from pollution, this is considered to include light pollution and is therefore highly relevant in the assessment of this proposal.
- 5.7 In summary, the principle of the proposal at the application site has been confirmed to be acceptable. The remaining report will assess the proposal in terms of environmental effects; traffic and highway safety concerns; impact on residential amenity; the character and appearance of the area.

5.8 Design and Visual Amenity

The proposal is largely acceptable in design terms, the lighting columns within the car parking areas do not overly disrupt the landscaping approved at the site, and the wall mounted lights are sensitively designed meaning the lights do not detract from the elevations of the building. Overall, the proposal is acceptable in terms of policy CS1 of the adopted Core Strategy.

5.9 Sustainable Transport

The proposal has been assessed by both the transportation officer, and the lighting engineer. The lighting engineer was satisfied that the proposal had acceptable levels of obtrusive lighting; and the transport officer concluded that the proposal would not materially harm the highway safety of the area. Accordingly, the proposal complies with saved policies T12 of the adopted South Gloucestershire Local Plan.

5.10 Amenity of the Area and Wider Environment

As stated within paragraph 5.8, the lighting engineer concluded that the development would not result in unacceptable levels of light spill/pollution. With this in mind, the proposed lighting is unlikely to materially prejudice the amenity of the area. Further to this, the lighting proposed is not going to materially harm any ecological sensitive areas. Should planning permission be granted, officers suggest that the lighting is operated in accordance with the submitted details, this is to ensure that the development operates as it was proposed and assessed.

5.11 Planning Balance

The proposed lighting has been assessed, and officers find there to be no materially adverse impacts resulting from this proposal. Indeed, external lighting is required and expected for motor dealerships such as this, and other uses which have car parking areas where both members of the public and members of staff will be present. Overall, officers recommend that this development is approved, subject to the condition regarding lighting levels.

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 South Gloucestershire Local Plan (Adopted) January 2006 and the South Gloucestershire Local Plan Core Strategy (Adopted) December 2013 set out above, and to all the relevant material considerations set out in the report.

7. RECOMMENDATION

7.1 It is recommended that planning permission is **GRANTED** subject to the conditions listed below/on the decision notice.

**Contact Officer: Matthew Bunt**  
**Tel. No. 01454 863131**

**CONDITIONS**

1. The development hereby permitted shall be begun before the expiration of three 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).

2. The development hereby approved shall be carried out, and thereafter maintained, in strict accordance with the approved illumination details on/within the following approved documents and plans:

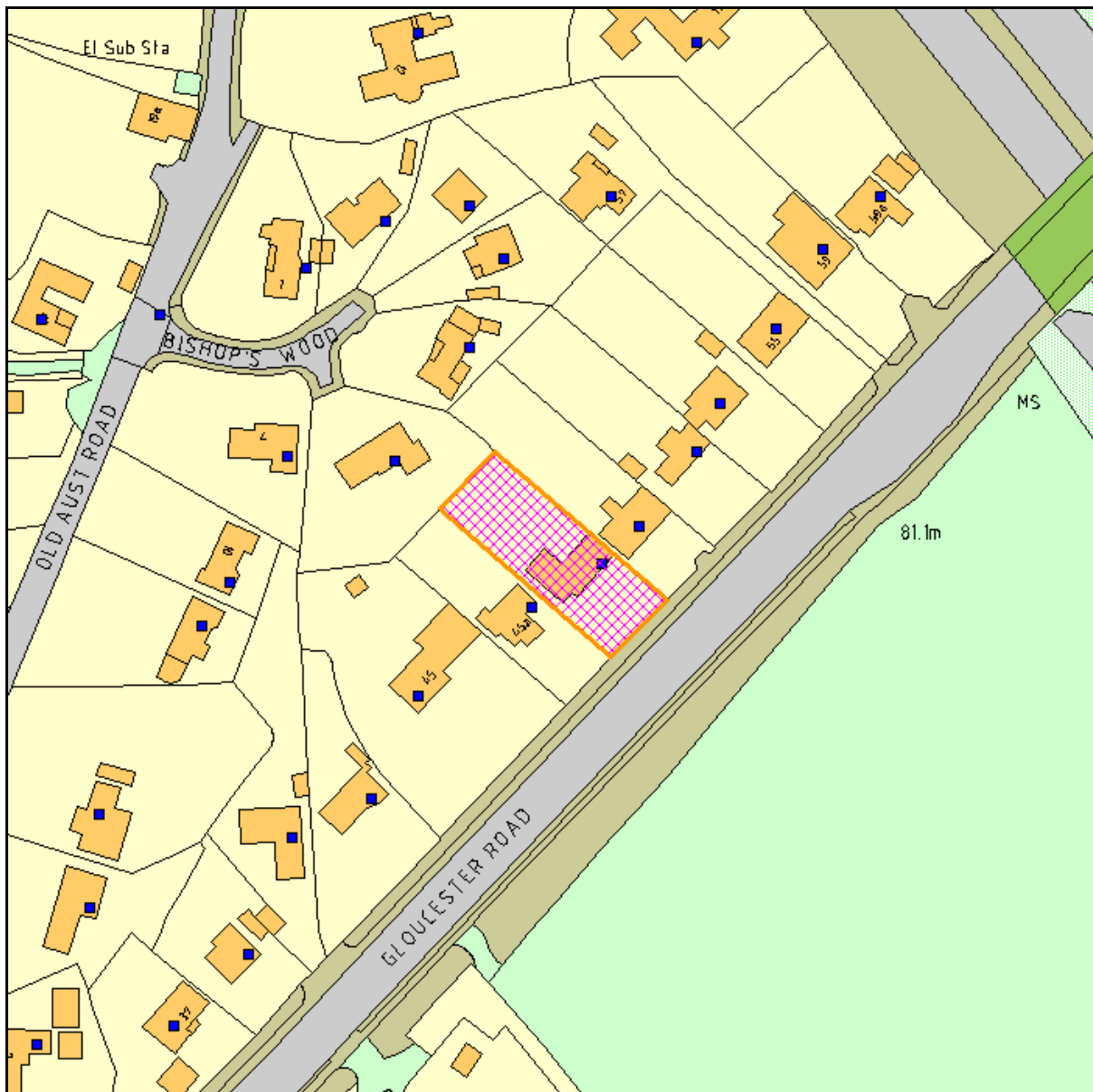
P109-2524-R1-LED;  
1090B-1323-01.

Reason

In the interests of the amenity of the area with regard to light pollution/spill; and to accord with Policy CS9 of the South Gloucestershire Local Plan: Core Strategy (Adopted) December 2013; and Policy E3 of the South Gloucestershire Local Plan (Adopted) January 2006.

## CIRCULATED SCHEDULE NO. 22/16 – 3 JUNE 2016

<b>App No.:</b>	PT16/1752/F	<b>Applicant:</b>	Mr Barry Small
<b>Site:</b>	47 Gloucester Road Almondsbury South Gloucestershire BS32 4HH	<b>Date Reg:</b>	20th April 2016
<b>Proposal:</b>	Erection of first floor side and single storey rear extensions to form additional living accommodation. Erection of front porch.	<b>Parish:</b>	Almondsbury Parish Council
<b>Map Ref:</b>	361189 184620	<b>Ward:</b>	Almondsbury
<b>Application Category:</b>	Householder	<b>Target Date:</b>	14th June 2016



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PT16/1752/F

## **REASON FOR REPORTING TO CIRCULATED SCHEDULE**

The planning application has been referred to the Council's Circulated Schedule procedure due to an objection received a local resident.

### **1. THE PROPOSAL**

- 1.1 The application seeks planning permission for the erection of a first floor side extension, single storey rear extension and front porch to form additional living accommodation at 47 Gloucester Road Almondsbury.
- 1.2 The host dwelling is a detached three storey dwelling with a pitched roof and front gable. There is an area of hardstanding used as a driveway to the front of the property which separated the dwelling from Gloucester Road. The character of the area is mixed.
- 1.3 The dwelling is located within a defined settlement boundary and is washed over by the Bristol/ Bath Green Belt.

### **2. POLICY CONTEXT**

- 2.1 National Guidance  
National Planning Policy Framework March 2012  
National Planning Policy Guidance 2014
- 2.2 Development Plans  
  
South Gloucestershire Local Plan (Adopted) January 2006 (saved policies)  
H4 Development within Existing Residential Curtilages, Including Extensions and New Dwellings  
  
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
- 2.3 Supplementary Planning Guidance  
Design Checklist Supplementary Planning Document (adopted) August 2007  
Residential Parking Standards Supplementary Planning Document (adopted) December 2013

### **3. RELEVANT PLANNING HISTORY**

- 3.1 PT06/0377/F Approve with Conditions 22/03/2006  
Erection of single storey rear extension to form sitting room.

### **4. CONSULTATION RESPONSES**

- 4.1 Almondsbury Parish Council  
No comments received regarding the proposal.



#### 4.2 Sustainable Transport

Following a revised block plan being submitted showing the existing and proposed car parking which complies with standards, there are no Sustainable Transport objections to the proposal.

### **Other Representations**

#### 4.3 Local Residents

One letter of objection has been received from a local resident. The objection relates to the overbearing nature of the proposal and the impact the proposal will have on daylight into the objector's property. The comments raised are as follows:

- The applicant has answered the application form incorrectly there are trees and hedges which will need pruning or removing. The objector has a large tree which is adjacent to the proposed first floor extension and proposed boundary wall which will require removal.
- The Sustainable Transport Officer has incorrectly reported the number of bedrooms within the property.
- The proposal is not as stated in-keeping with neighbouring properties as the other neighbouring properties are not three stories and do not have six bedrooms.
- Why does a family of five need a six-bed property?
- The proposed 5m long boundary wall is not therefore screening from our oil tank but is screening from the proposed ground floor extension to the applicants lounge complete with quadruple bi-folding glass doors; this must therefore be considered overbearing.
- The applicant is proposing to build a solid brick wall, taller than our own property, just over 1 metre away from these windows leaving 3 rooms of our house without any natural daylight. This loss of daylight will have a detrimental effect on us as a family using these rooms. The scale and close proximity of this development would be considered overbearing
- Potential environmental concern when working in such close proximity to the heating tank, could be a hazardous concern.
- A similar application was refused in 2007 because of its location within the Bristol/ Bath Green Belt, a similar decision should be taken.

### **5. ANALYSIS OF PROPOSAL**

#### 5.1 Principle of Development

The application seeks planning permission for the erection of first floor side and single storey rear extension, and a front porch to provide additional living accommodation at 47 Gloucester Road Almondsbury which is situated within the Bristol/ Bath Green Belt.

The principle of the proposed development will be assessed against Sections 9 (Green Belt) of the National Planning Policy Framework; as well as policy CS5 of the Core Strategy (adopted December 2013). Because of the site's location the Green Belt the Development in the Green Belt Supplementary Planning Document (adopted June 2007) will also be a material consideration.

Policies CS1 of the South Gloucestershire Core Strategy (adopted December 2013) and Saved Policy H4 of the South Gloucestershire Local Plan (adopted January 2006) are both supportive in principle. Saved Policy H4 is supportive providing development is within the curtilage of existing dwellings, the design is acceptable with relation to policy CS1 of the Core Strategy, that there is safe and adequate parking, and also providing the development has no negative effects on transport.

Policy CS1 of the Core Strategy exists to make sure developments enhance and respect the character, distinctiveness and amenity of the site and its context. The proposal shall be determined against the analysis below.

## 5.2 Green Belt

Green Belt is of great importance to the Government, the aim of Green Belt policy is to keep land permanently open. When assessing the proposal it should be considered whether the proposed development is an inappropriate development for the Green Belt in relation to the NPPF, whether the development causes any other harm and whether the development requires special circumstances necessary to justify development. Furthermore as stated within the Development in the Green Belt Supplementary Planning Document (adopted June 2007) additions to existing dwellings should only be considered acceptable if the proposal is not disproportionate; the proposed development compliments the existing character and it does not harm the openness of the Green Belt. Disproportionality is assessed on a case-by-case basis, but ideally house extensions should not exceed 30%, those which do should have very special circumstances.

From the information accessible to the Local Planning Authority it is clear that the dwellinghouse has been extended. The original dwellinghouse had a volume of circa 732.4m<sup>3</sup>.

Due to a number of other alterations taking place previously the proposed erection of a first floor side, single storey rear extension and front porch will result in a cumulative volume increase of 61.75%.

Whilst it is noted that the cumulative volume is in excess of the threshold of what is considered a 'limited extension' (50%) as defined within the Development in the Green Belt Supplementary Planning Document (adopted June 2007). The site is situated within the settlement boundary (which is washed over by the Bristol/ Bath Green Belt) and in a relatively dense housing development. The resulting dwelling will be read within the context of existing housing development. As such, because of the built up area the proposal is not considered to create a loss of openness; it is considered that the proposal is acceptable in relation to Green Belt Policy.

An objection comment has been raised highlighting that a similar application within Almondsbury was refused in 2007 because of the location within the Bristol/ Bath Green Belt. This is not a material consideration because it is at a different site.

### 5.3 Design and Visual Amenity

The application site is a two-storey detached dwelling in Almondsbury. The application seeks permission for the erection of a first floor side, single storey rear extension and the erection of a front porch to provide additional living accommodation. The existing dwelling utilised cream render for the elevations and clay roof tiles. The proposed extensions will use materials to match the existing.

The proposal will continue the gable roofline and will not be subordinate to the existing dwelling, the total height to the ridge line will be 8.3 metres. Whilst the first floor side extension will not be subordinate the proposed first floor side extension is considered to be in keeping with the existing dwelling, with materials to match the existing dwelling and proposed windows in line with existing. The proposed single storey rear extension and front porch will be subordinate to the existing dwelling. The single storey rear extension will continue the existing lean-to style roof and the proposed front porch will have a gable roof, with the pitch point in line with the existing front gable.

Whilst the proposal will be visible from the street scene it is considered to be in-keeping with the existing dwelling. The Officer notes that an objection comment has been received suggesting the proposal is not in-keeping with neighbouring properties as the other properties are not three stories nor do they have six bedrooms; the Officer notes that the dwelling is already three stories and the proposal will not alter this existing arrangement, furthermore, the number of bedrooms in relation to whether it is in-keeping is not a material consideration.

It is considered that the proposal has an appropriate scale and form which respects the existing dwelling and surrounding dwellings.

Accordingly, it is judged that the proposal is considered to accord with policy CS1 of the adopted Core Strategy as it would not harm the character or appearance of the area.

### 5.4 Residential Amenity

Saved policy H4 of the adopted Local Plan states that proposals for development within existing residential curtilages will only be permitted where they would not prejudice the amenity of nearby occupiers.

The applicant site is a three-storey detached dwelling. The existing boundary treatments at the site consist of 1.8 metre fences. The plans submitted show a 5m section of wall which will be 2m in height is to be built to act as a boundary treatment; whilst an objection has been raised regarding this it is considered to be permitted development.

The proposed first floor side extension will see new windows in the front elevation which match the existing these are unlikely to create an adverse impact regarding overlooking as they will have an outlook of the main road. There will be a small balcony to the rear elevation, because this is set back it is not considered to create an adverse impact with regards to overlooking. There are no side elevations windows proposed. The proposed rear extension will have windows on the rear elevation and bi-fold doors on the side elevation, because of the boundary treatments and the modest curtilage belonging to the

host dwelling these are not considered to create an adverse impact with regards to overlooking.

An objection comment has also been received regarding overbearing as the solid brick wall will leave 3 rooms within the objectors house without natural daylight. From information available to the Officer and from visiting the site these are small windows which are for bathrooms and as such are not considered to be principal rooms within the dwellinghouse the light into these rooms will be impacted but it is not considered to be detrimental to residential amenity.

The proposed extensions are unlikely to affect the private amenity space of the existing residents or any future residents as there is a large rear garden available.

Overall the proposal would not result in any adverse impacts on the residential amenity of neighbouring occupiers or future occupiers. As such the proposal is considered acceptable in terms of saved policy H4 of the Local Plan (adopted) 2006.

#### 5.5 Highways

The proposed development will increase the number of bedrooms within the dwelling from four to six. A block plan has been submitted showing there is adequate parking at the site which complies with South Gloucestershire's Residential Parking Standards Supplementary Planning Document (adopted) December 2013. As such, there is no transportation objection to the proposed development.

The Officer notes that as part of the objection comment it is highlighted that the Sustainable Transport Officer incorrectly reported the number of bedrooms within the property, this is not a material consideration.

#### 5.6 Other Issues

A letter of objection has been received which highlights that there are trees and hedges at the site which will need pruning or removing; there are no trees at the site with Tree Preservation Orders, nor is the site located in a Conservation area and as such the applicant does not need permission to fell or prune the trees and hedges. The potential impact on the objectors' trees is not a planning matter, it is covered by The Party Walls Act 1996. Secondly the objector questions why a family of five needs a six-bed property, this is not a material consideration for a planning decision. The objector also raises the potential for an environmental and hazardous concern regarding working in close proximity to the heating tank, this will be located in close proximity to the proposed 2m wall, this is not a planning matter.

## 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 South Gloucestershire Local Plan (Adopted) January 2006 and the South Gloucestershire Local Plan Core Strategy (Adopted) December 2013 set out above, and to all the relevant material considerations set out in the report.

## **7. RECOMMENDATION**

7.1 That the application is **APPROVED** with conditions.

**Contact Officer: Fiona Martin**  
**Tel. No. 01454 865119**

## **CONDITIONS**

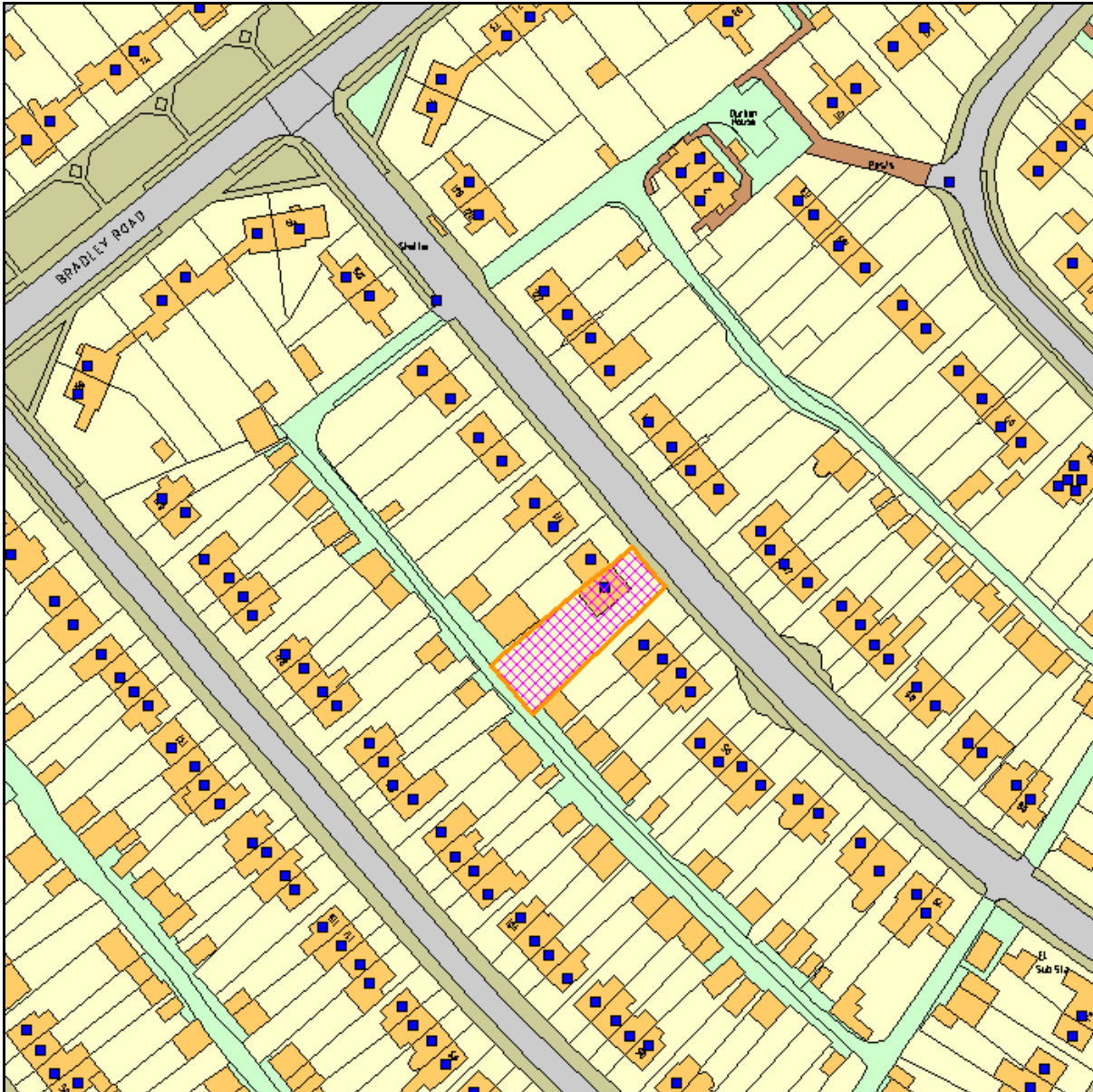
1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason

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

**CIRCULATED SCHEDULE NO. 22/16 – 3 JUNE 2016**

<b>App No.:</b>	PT16/1788/F	<b>Applicant:</b>	Mr Collins
<b>Site:</b>	107 Durban Road Patchway Bristol South Gloucestershire BS34 5HW	<b>Date Reg:</b>	21st April 2016
<b>Proposal:</b>	Erection of single storey residential annexe ancillary to main dwelling.	<b>Parish:</b>	Patchway Town Council
<b>Map Ref:</b>	359681 181874	<b>Ward:</b>	Patchway
<b>Application Category:</b>	Householder	<b>Target Date:</b>	15th June 2016



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**N.T.S.**

**PT16/1788/F**

## **REASON FOR REPORTING TO CIRCULATED SCHEDULE**

This application appears on the Circulated Schedule following a comment received from a local resident.

### **1. THE PROPOSAL**

- 1.1 The applicant seeks full planning permission for the erection of a single storey residential annex, ancillary to the main dwellinghouse. The application site relates to a two-storey semi-detached property situated within the established residential area of Patchway.
- 1.2 During the course of the application Officers expressed concerns regarding the overall size of the proposed annex and requested revised plans. The revisions show that the overall size of the proposed annex has been reduced and on this basis the plans were not sent out for re-consultation.

### **2. POLICY CONTEXT**

#### 2.1 National Guidance

National Planning Policy Framework March 2012  
National Planning Policy Guidance 2016

#### 2.2 Development Plans

South Gloucestershire Local Plan Core Strategy (Adopted December 2013)

CS1	High Quality Design
CS5	Location of Development
CS9	Environmental Resources and Built Heritage

South Gloucestershire Local Plan (Adopted) January 2006 – Saved Policies

T12	Transportation Development Control
H4	Development within existing Residential Curtilages

#### 2.3 Supplementary Planning Guidance

South Gloucestershire Design Checklist (Adopted 2007)  
South Gloucestershire Supplementary Planning Document: Green Belt (Adopted) 2007  
South Gloucestershire SPD: Residential Parking Standards (adopted) 2013

### **3. RELEVANT PLANNING HISTORY**

- 3.1 No planning history

### **4. CONSULTATION RESPONSES**

- 4.1 Patchway Town Council  
No objection received

## 4.2 Other Consultees

Sustainable Transport  
No objection

## **Other Representations**

### 4.3 Local Residents

One letter of objection has been received from a local resident. The points raised are as follows:

- Scale and position mean it will not be a subservient addition to detriment of character
- Will create overshadowing, will disrupt views and impact on amenity
- Plan does not retain sufficient private space to meet requirements of the plots and will impact on privacy of neighbouring properties as the rear windows will have direct line of sight into rear bedrooms
- Timing of application hoping to exploit change of ownership of neighbouring dwelling
- An accessible property can be achieved by means of a stair lift or single storey extension
- Application is purely to create multiple residential dwellings on single plot of land

## **5. ANALYSIS OF PROPOSAL**

### 5.1 Principle of Development

The application stands to be assessed against the above listed policies and all material considerations. Of particular relevance is the resulting appearance and impact on the character of the area (CS1); the impact on residential amenity (H4) and impact on highway safety and parking (T12, CS8 and SPD: Residential Parking Standards).

The proposal is considered to accord with the principle of development and this is discussed in more detail below.

### Design and Visual Amenity

5.2 The host property benefits from a good size rear garden and within it is a brick storehouse. This would be retained and the annex would be situated behind this structure to the rear of the property and alongside the southern boundary.

5.3 For a proposal to be an annexe it should only contain ancillary accommodation to the main dwelling and have some form of functional and physical reliance upon the main dwelling. When a proposal has all the elements of principal living accommodation (ie bedroom, bathroom, kitchen, living room), that would enable it to be used as an independent unit of residential accommodation and is of a size comparable with that of the host dwelling, then it clearly cannot be considered an annexe. This is because it would not be ancillary to the main dwelling and as such could not be regarded as being one household.



- 5.4 In this instance the proposal would measure approximately 8.4 metres by 6.2 metres with an eaves height of 2.4 and an overall height of 3.7 metres. It would represent a large structure in this garden but it has been made clear to Officers that the purpose of the proposed annex would be to accommodate the failing health needs of the applicant. Initial plans showed that the structure would have two bedrooms and this was considered excessive given the opportunity for family members to live within the main house provide assistance. Revised plans now show only one bedroom with en-suite bathroom and a combined sitting, dining and kitchen area. It is noted that the structure would have all internal elements for independent living and as such it would be reasonable to attach a condition to the decision notice indicating that the annex must only be used in association with the host property and cannot become a separate unit in its own right. Openings would be in three elevations and materials would comprise roof tiles to match the existing and a rendered exterior. The host property is of a Cornish style with hanging tiles above a red brick ground floor. Render is not common on the main dwellings here but is used on outbuildings and garages. Given the above the proposed design, scale, massing and materials are considered appropriate and the scheme can be recommended for approval.
- 5.5 Comments from the neighbour regarding the design are noted however, the annex is being assessed as a structure in its own right, not one attached to the main dwelling and by its single storey nature is subservient to it. It is acknowledged that the annex would be a large addition but the presence of large buildings to the rear of this row of properties must be acknowledged. The annex would therefore be of a similar if not slightly small scale to some of the existing garages accessed off the rear lane.
- 5.6 Residential Amenity  
When viewed from the rear garden, the application site is bound to the south by fencing of about 1.8 metres in height, to the north by open mesh wire fencing and currently has no boundary to the southwest to separate it from the rear access lane. The main openings are proposed in the north elevation comprising a bank of full-height windows and the bedroom window. The main door and kitchen window would be in the northeast elevation while a small window serving the en-suite would be to the southwest.
- 5.7 The main neighbours to be potentially affected by the proposal would be those to the north at No.105 Durban Road as the main openings for the proposed annex would face their garden. It must be noted that given the existing situation, the opportunity for overlooking would be little changed over and above the existing situation. Should the applicant or the neighbour erect a solid fence, particularly one of a standard height of about 1.8 metres, then the opportunity for overlooking will be further reduced.
- 5.8 A neighbour has commented on the potential for loss of light into their garden, the loss of amenity and outlook. However, the proposed annex would be to the northwest of these neighbours and as such the shadow would not affect them and would correspondingly not impact on their amenity. There are no rights to a view and the proposed annex would be screened for a good part by the existing 1.8 metre high fence which currently separates the two properties.

It has been stated that the annex would have direct sight into neighbours to the southeast, but again given the annex is single storey and the neighbouring sites are divided by fencing of about 1.8 metres, there would be no direct line of inter-visibility and therefore no unacceptable impact on the privacy of this neighbour. It is acknowledged that there would be changes for neighbours but the degree of change is not considered sufficient to warrant a refusal of the application.

5.9 Other comments have been critical of the amount of remaining garden space. The host property benefits from a good size rear garden, a good size side garden plus a garden to the front. As an annex to the main dwelling it is expected that they would share the garden space and it is considered that the footprint of the annex would not unduly impact on the amount of garden.

5.10 In terms of the assessment regarding residential amenity, the proposed annex is considered not to have an adverse impact on the host property or its neighbours and is therefore acceptable and can be recommended for approval.

5.11 Sustainable Transport

The proposal is for the erection of an annex ancillary to the main dwellinghouse. As such it is considered that there would not be an unacceptable increase in the amount of traffic generated by the development and there are therefore no transportation objections to the scheme. Originally the plans showed the annexe as having 2 bedrooms for which there was a requirement of one off street parking space. Revised plans have reduced the number of bedrooms to 1 but plans still show a parking space has been provided to the rear along with two off street parking spaces to the front of the main house. Given the above, there are no transportation objections.

5.12 Other matters

It has been suggested that the timing of this application has been made to coincide with the sale of the neighbouring property. Officers are unable to comment as this is not a planning matter. Suggestions have been made with regard to altering the internal arrangement of the existing dwelling. This planning report is assessing the merits of the scheme as proposed through the submitted details and cannot discuss alternatives put forward by neighbours.

## 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 South Gloucestershire Local Plan (Adopted) January 2006 and the South Gloucestershire Local Plan Core Strategy (Adopted) December 2013 set out above, and to all the relevant material considerations set out in the report.

## **7. RECOMMENDATION**

- 7.1 That the application be **APPROVED** subject to the conditions attached to the decision notice.

**Contact Officer: Anne Joseph**  
**Tel. No. 01454 863788**

## **CONDITIONS**

1. The development hereby permitted shall be begun before the expiration of three 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).

2. The hours of working on site during the period of construction shall be restricted to 7:30 to 18:00 Monday to Friday and 8:00 to 13:00 on Saturdays; 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 amenities of the occupiers of nearby dwelling houses, and to accord with saved Policy H4 of the South Gloucestershire Local Plan (Adopted) January 2006; Policy CS9 of the South Gloucestershire Local Plan: Core Strategy (Adopted) 2013 and the provisions of the National Planning Policy Framework.

3. The annex hereby permitted shall not be occupied at any time other than for purposes ancillary to the residential use of the dwelling known as No. 107 Durban Road, Patchway, Bristol, BS34 5HW.

Reason

To ensure the satisfactory external appearance of the development in the interests of visual amenity and to protect the residential amenity of the neighbouring occupiers and to accord with Policy CS1 of the South Gloucestershire Local Plan: Core Strategy (Adopted) December 2013; and the National Planning Policy Framework.