Development Control (West) Committee

Thursday, 12th July, 2018

Present

Councillors: Roger Avenin, Ernie Brown, Keith Burchell, David Chubb, Ken Dando, Clare Fardell, Dave Hockey, Pat Hockey, Brian Hopkinson, Roger Hutchinson, Trevor Jones and Eve Orpen

Helen Ainsley Principal Planning Officer (item 13, 14, 15)
Sean Herbert Senior Planning Officer (Item 16)
David Stockdale Principal Planning Officer (item 17, 18)
Paul Johnson Highway Officer (item 13, 14, 15)
Chris Rose Highway Officer (item 16, 17, 18)
Paul Johnson Democratic Services
Gill Sinclair Deputy to the Head of Legal & Democratic Services

Apologies for Absence

Apologies for absence were received from Councillor Ian Scott

36 WELCOME AND INTRODUCTIONS (Agenda Item 1)

Councillor Trevor Jones welcomed everyone to the meeting.

Due to the presence of public speakers and specialist officers, the Chair agreed to consider the applications in the following order:

13, 14, 15, 16, 17, 18

37 APOLOGIES FOR ABSENCE (Agenda Item 2)

Councillor Ian Scott

38 EVACUATION PROCEDURE (Agenda Item 3)

The Chair drew attention to the evacuation procedure

39 DECLARATIONS OF INTEREST UNDER THE LOCALISM ACT 2011 (Agenda Item 4)

Members of the committee declared that they had been lobbied/received correspondence but had not formed a view in respect of items on the
agenda as follows:

Councillor David Chubb  Item 17
Councillor Keith Burchell  Item 13
Councillor Ken Dando  Item 13, 14, 15
Councillor Clare Fardell  Item 16, 17
Councillor Eve Orpen  Item 13
Councillor Roger Hutchinson  Item 13
Councillor Trevor Jones  Item 13, 14, 16
Councillor Roger Avenin  Item 13, 14
Councillor Ernie Brown  Item 13, 14, 15, 16
Councillor Brian Hopkinson  Item 13, 14

40  GLOSSARY OF TERMS (Agenda Item 5)

This item was presented for information only.

41  ANY OTHER ITEMS WHICH THE CHAIR DECIDES ARE URGENT (Agenda Item 6)

Members are reminded that an additional meeting of the Development Control (West) Committee will follow the site visits on 27th July.

42  MINUTES OF THE MEETING HELD 14 JUNE 2018 (Agenda Item 7)

RESOLVED that the minutes be confirmed as a correct record of the meeting subject to the following amendment:

Minute 23, page 2

It was noted that all Members had been lobbied on item 16

43  MINUTES OF THE SITES INSPECTION SUB COMMITTEE HELD 29 JUNE 2018 (Agenda Item 8)

Minute 20, page 4

Add the following words to the fourth bullet “especially the Lower Stone Close frontage”

The minutes were noted.

44  APPEALS RECEIVED AND APPEAL DECISIONS (Agenda Item 9)

The report was noted.

45  SECTION 106 - DECISION LIST (Agenda Item 10)

The report was noted.
46 ITEMS FROM MEMBERS (Agenda Item 11)

Councillor Dave Hockey expressed both concern and disappointment with regard to the proposed restructuring of the Development Control Committee process that was due to be considered by Full Council in July. The current system was widely recognised by members of the public as being both open and transparent and the proposals to reduce the rights of all stakeholders, including members of the public, to be heard was considered an erosion of democracy. It was noted that South Gloucestershire Council had been rated a four star local authority by the Audit Commission and its approach to Development Control had been a factor in this achievement. Members from Development Control (West) Committee and the Development Control (East) Committee were asked to argue against the proposed revisions when they were considered by Council.

Councillor Hockey’s comments were endorsed by Councillor Keith Cranney who was present at the meeting in his capacity as a Local Ward Councillor.

47 ITEMS FROM THE PUBLIC (Agenda Item 12)

Representations received from members of the public are recorded under each respective item.

48 PT18/0986/F - LAND AT GIPSY PATCH LANE, LITTLE STOKE (Agenda Item 13)

Richard Gillingham spoke on behalf of the applicant and made the following points:

- The engineering works will significantly improve congestion and improve facilities for walking and cycling and also the new bus lanes will benefit local bus services as well as existing services
- Attention was drawn to the policy context
- The disruption arising from the works was acknowledged and assurances given that stakeholders would be fully engage in the build up to and during construction
- A comprehensive traffic management regime has been devised to divert flows away from Gipsy Patch Lane and diversion routes would be well publicised
- Side Roads would be kept open as much as possible
- Access to Patchway Station will be open as much as possible
- The application has been widely publicised in the normal manner and local businesses engaged from the outset

David Redgwell, South West Transport Network made the following comments:

- The principles of extending the MetroBus network and the associated infrastructure to enable it was supported.
• The replacement of the Gypsy Patch Lane bridge will enable high capacity double decker buses to safely use that route and it allows for capacity growth.
• The infrastructure and upgrades are needed.
• During the construction rail replacement bus services must be able to use Patchway station at all times.
• Discussions must take place with Network Rail with regard possession management.
• No alternative transport plan has been shown for local buses, this needs to be urgently addressed.
• Stagecoach and MegasBus have a depot in Gipsy Patch Lane require 24 hour access to the A38

Sean Lewis, representing Tyres Direct spoke against the proposals and made the following points:

• Concerns surround the business interruption during the construction process.
• Contrary to the NPPF there is inadequate evidence to ensure that the right information is presented at decision making stage.
• The construction impact would reduce trade, lead to uncertainty over staffing and managing deliveries and with longer term business implications.
• Business relies on passing trade.
• Economic impact is a material consideration.
• Inadequate information has been presented regarding construction management.
• No contractor has been appointed yet.
• Compensation was sought.
• The Environmental Statement is inadequate in terms of its assessment on the knock on effects on businesses and the local economy.

Brian Hawkins, local resident expressed concern with regard to the loss of the Second World War Pill Box and made the following points:

• The Pill Box is significant to the local area due to loss of so many other Second World War assets
• The interior is still in pristine condition
• A 740 name petition has been gathered in support of relocating the Pill Box
• The Pill Box could be relocated to either the Filton Airfield development or onto the proposed allotments next to the Hallen freight line
• Demolition is contrary to Historic England’s policy and the NPPF

Jennifer Vaughan, local resident spoke against the proposal and made the following points:

• Local businesses have raised concerns surround the business interruption during the construction process
• Concerns were raised regarding the cost of the project
• There is a lack of transparency
• The extent of the road lowering is unclear
• There is no demand for double decker buses
• Resources would be better spent on highway maintenance
• Increased noise and disruption to residents living on diversion routes
• Will safe access to the station be retained throughout?
• Attention was drawn to the congestion on the local road network when a main burst
• Loss of property values
• The Council should pay for triple glazing
• Loss of trees and shrubbery to the detriment of visual amenity and the environment

Councillor Keith Cranney spoke as the Local Ward Councillor and made the following points:

• The construction impact would reduce trade, lead to uncertainty over staffing and managing deliveries and with longer term business implications.
• Business relies on passing trade.
• Economic impact is a material consideration.
• Inadequate information has been presented regarding construction management.
• What compensation and mitigation will be offered to residents and businesses?
• Loss of trees and shrubbery to the detriment of visual amenity and the environment
• Double decker buses are not required along this section of the MetroBus extension
• Measures should be taken to maintain alternative routes for publically maintained bus services that would normally pass under the railway bridge.
• Measures should be taken to ensure 24 hour access to and from Pegasus Industrial Park
• Attention was drawn to the congestion on the local road network when a main burst
• Traffic is being diverted along routes to schools
• Diverted routes should be subject to weight restrictions
• Increased noise and disruption to residents living on diversion routes
• Attention was drawn to a letter from Jack Lopresti MP to Tim Gregory dated 2nd July, in which he expressed concerns regarding the proposals
• A stakeholder liaison group should be established

The Principal Planning Officer updated Members on the following issues:

Additional Consultation responses
• One further letter of objection from a local resident has been received – no new issue were raised.

• A further letter has been received on behalf of Tyres Direct, responding to the additional information provided by the applicant in response to their original objection.

They welcome the additional information, but maintain their objection. The concerns surround the business interruption during the construction process. As the Construction Environmental Management Plan is to be secured by condition it is not possible to comment on a detailed plan for the future of the company. Contrary to the NPPF there is inadequate evidence to ensure that the right information is presented at decision making stage. The construction impact would reduce trade, lead to uncertainty over staffing and managing deliveries and with longer term business implications. This is not identified in the Environmental Statement. Compensation is sought.

Officer Response

The applicant’s Environmental Statement consultants have stated that commercial impact on individual businesses is not part of an Economic Impact Assessment and this is an approach is based on professional experience and advice on other highways schemes. Potential impacts on access are however scoped in.

The Environmental Statement demonstrates that staff, customers and suppliers to business premises within Pegasus Industrial Park travelling from the eastern areas of Little Stoke, Bradley Stoke and Stoke Gifford would have a longer journey (3.5km to 8.25km depending upon diversion route taken).

There would be no change in journey routes for long-distance staff, customers, suppliers or local footfall from people journeying from the north, west or south via the M5 and main/local roads in Bristol. With specific regards to the CPME Scheme and the assessment of severance to local businesses, the eight month closure scenario has been assessed and is documented in the Environmental Statement. Table 11.15 of the Environmental Statement identifies that during construction associated with the railway bridge application, with mitigation, there is predicted to be a Minor to Moderate Adverse impact to those who are travelling to Pegasus Industrial Park from the east of Gipsy Patch Lane Railway Bridge during construction. It is recognised that 3.5km is not a practical distance to divert non-motorised users and the impact of an eight month closure of Gipsy Patch Lane would not be acceptable. Therefore, as also reported in the Environmental Statement during the closure of the Gipsy Patch Lane, mitigation is proposed for non-motorised users in the form of a shuttle bus.
Guidance on the scope of the environmental assessment has been taken from the relevant EIA legislation, which in the case of the CPME Scheme is the Town & Country Planning (EIA) (England and Wales) Regulations 2011 (as amended). Topics for consideration in the EIA are as detailed within paragraph 3, Schedule 4, which states:

“3. A description of the aspects of the environment likely to be significantly affected by the development, including, in particular, population, fauna, flora, soil, water, air, climatic factors, material assets, including the architectural and archaeological heritage, landscape and the interrelationship between the above factors.” To ensure a robust Environmental Impact Assessment process, due regard has also been given to the Town & Country Planning (EIA) Regulations 2017. Topics for consideration in the EIA are as detailed within paragraph 4, Schedule 4 of the 2017 Regulations, which states:

“4. A description of the factors specified in regulation 4(2) likely to be significantly affected by the development: population, human health, biodiversity (for example fauna and flora), land (for example land take), soil (for example organic matter, erosion, compaction, sealing), water (for example hydro morphological changes, quantity and quality), air, climate (for example greenhouse gas emissions, impacts relevant to adaptation), material assets, cultural heritage, including architectural and archaeological aspects, and landscape.

- Statement from David Redgwell – Bus Users UK and South West Transport Network

We support the principles of extending the MetroBus network and the associated infrastructure to enable it. This includes the replacement of the Gypsy Patch Lane bridge to enable high capacity Double Decker buses to safely use that route and it allows for capacity growth. Whilst there will be some disruption during the works the infrastructure and upgrades are needed.

During the construction rail replacement bus services must be able to use Patchway station at all times. We note that no alternative transport plan has been shown for local buses, this needs to be urgently addressed.

In response to issues raised, the Principal Planning Officer made the following points:

- The application includes an Environmental Statement and officers have taken the Environmental Statement into account in assessing the application. The statement concludes that there are no additional environmental constraints which would preclude the proposed development. Officers can confirm that the environmental information has been considered by officers and has been found sound for the purposes of considering this application and has been used to formulate some of the proposed planning conditions.
• The work of construction the Gipsy Patch Lane railway bridge is planned to take place over a period of approximately 12 months. Although final details will be confirmed by the appointed contractors, it is known that this will take place in three phases and they will be combined as shown in the table contained within paragraph 5.10 of the officer report.
• To allow the exchange of information in order to maintain good community relations, Condition 5 requires that prior to any road closures associated with the development, the submitted Communications Framework principles and approved Construction Management Plan shall be adhered to.
• Condition 12 requires that prior to the commencement of the development, (including demolition) the operator shall submit for approval and the Local Planning Authority shall have approved in writing details of a stakeholder liaison group.
• A summary of the mitigation during full closure is set out in paragraph 5.12 of the officer report.
• Opportunities for further reducing works duration and highway closure periods are considered in paragraph 5.14 of the officer report.
• Vehicular diversion routes, non-motorised user diversion routes and bus diversion routes are considered in paragraphs 5.15 through 5.17 of the officer report.
• Condition 4 should be amended to include the following bullet points:
  • Details of measures to retain access to Patchway Railway Station on foot and by car; and for Parkway to Patchway rail station rail replacement buses to continue running.
  • Details of measures to maintain alternative routes for publically maintained bus services that would normally pass under the railway bridge.
  • Details of measures to ensure 24 hour access to and from Pegasus Industrial Park
  • Details of measures for alternative footway provision during construction.
• The Construction Environmental Management Plan shall be fully complied with at all times.
• Heritage issues including the Second World War Pill Box are considered in paragraph 5.28 of the officer report.
• Noise Insulation Regulations require that the 7 dwellings significantly affected through the new MetroBus lane closer are liable to be eligible for noise insulation works. No formal offers of noise insulation can be made until after the completion of the statutory processes and the finalisation of the detailed engineering design of the scheme.

The Highway Officer was satisfied that satisfied that the forthcoming Construction Management Plan and other conditions would address all the items which are of concern and that the project could be satisfactorily managed.
Councillor Ernie Brown spoke against the application and made the following points:

- The concerns of Stoke Gifford Parish Council had not been reported in the officer report.
- Clarification was required regarding a proposed timescale of the road closures and on road closure points and diversion routes, which would significantly affect the wider local community including residents, commuters and businesses.
- Reassurances were sought that receive regular communication.
- Advanced agreements should be put into place regarding access to residential properties and places of business during construction.
- Insufficient information has been made available to allow the Committee to make an informed decision at this time and request that more detail is made available for discussion regarding the lowering of the road, the construction programme.
- Further consultation should be undertaken with residents, local businesses and traders.
- Diverted routes should be subject to weight restrictions.
- Patronage is unlikely to require double decker buses.
- The cost of the project is not known and contractors yet to be appointed.
- Inadequate consultation has taken place.
- The recent Bromley Heath Viaduct works did not require total road closure.

Councillor Brown subsequently proposed that consideration of the application be deferred in order that clarification and more detail is made available for discussion regarding the lowering of the road and the construction programme and to allow further consultation to be undertaken with residents, local businesses and traders.

The motion was seconded by Councillor Ken Dando.

Councillor Roger Hutchinson indicated that he would not support a motion that would delay a public transport scheme of this significance. The works would improve congestion and improve facilities for walking and cycling and also the new bus lanes will benefit local bus services as well as existing services.

Councillor Dave Hockey commented that this is an opportunity to get things right first time as the project could not be repeated in future years. There are going to be 44,000 new homes in South Gloucestershire and planning and transport is about preparing for the future.

Councillor Eve Orpen spoke against the application and made the following points:

- Loss of trees and shrubbery to the detriment of visual amenity and the environment.
• Traffic is being diverted along school routes
• Increased noise and disruption to residents living on diversion routes
• Diversion routes must be advertised in advance and well signposted
• There are drainage issues in relation to the proposed lowering of the highway under the Gipsy Patch Lane railway bridge
• Double decker buses are not required along this section of the MetroBus extension
• A stakeholder liaison group should be established
• Patchway Town Council have not been consulted
• More detail is required regarding the lowering of the road and the construction programme

The Principal Planning Officer explained that the application had been widely publicised in the normal manner and that local businesses and residents had been consulted. Stoke Gifford Parish Council did not respond to the initial consultation but officers were aware of a recent statement that had been submitted by the Parish Clerk.

Councillor Keith Burchell welcomed the proposal to establish a stakeholder liaison group.

Councillor Pat Hockey commented on the design of the bridge and asked that further consideration be given to the incorporation of street art on bridge walls that could reflect the local heritage. With regard to the Second World War Pill Box she highlighted the importance of retaining heritage and maintaining a sense of place and belonging and considered that the Pill Box be dismantled and relocated locally rather than be demolished.

In response, the Principal Planning Officer proposed that that Condition 13 be amended to read:

The Pill Box shall be dismantled, as far as possible, so that its components are not damaged. Prior to the dismantling of the Pill Box, a written scheme of investigation for a programme of internal recording shall be submitted to and approved by the Local Planning Authority. The programme of recording shall accord with “Level 3” as per the guidance contained within Historic England’s “Understanding Historic Buildings: A Guide to Good recording Practice (2016)”. The approved programme shall then be implemented in all respects. After being dismantled, the Pill Box components shall be retained by the applicant at a suitable location for six months. The completed building records shall be submitted, together with evidence of the structures having been offered to the Bristol Aerospace Museum (BACT) (to be moved at their expense), to the Local Planning Authority for approval in writing and for deposition in the South Gloucestershire Historic Environment Record. The recording shall be carried out at all times in strict accordance with the approved scheme.

The Chair asked Richard Gillingham to clarify the need for highway lowering under the railway bridge. In response, Members were advised that it was necessary to remove the existing height restriction and achieve the required
headroom. To allow the passage of double decker buses will allow the scheme to fully integrate with the rest of the MetroBus network and to comply with the dimensional standards for new construction headroom at overbridges over the highway. It was also necessary to lower the highway to some extent to enable the pre-cast bridge to be moved into position. Confirmation was also provided that project team would learn from the principles established during the recent Bromley Heath Viaduct works in terms of consultation both prior to and during construction.

With regard the reasons put forward in support of a deferral, the Principal Planning Officer advised that no further information could come forward at this stage regarding the lowering of the road and the construction programme and that contractors would not be engaged prior to the grant of a planning permission.

Councillor Brian Hopkinson requested that Condition 12 be amended as follows:

After the ‘demolition’ add ‘or dismantling’

On being put to a vote, Councillor Brown’s motion was LOST (3:9:0).

Councillor Dave Hockey moved

1. That planning permission be granted subject to the conditions set out within the report.

2. That Condition 4 be amended to include the following bullet points:

   - Details of measures to retain access to Patchway Railway Station on foot and by car; and for Parkway to Patchway rail station rail replacement buses to continue running.
   - Details of measures to maintain alternative routes for publically maintained bus services that would normally pass under the railway bridge.
   - Details of measures to ensure 24 hour access to and from Pegasus Industrial Park
   - Details of measures for alternative footway provision during construction.

3. That Condition 12 be amended as follows:

   After the ‘demolition’ add ‘or dismantling’

4. That Condition 13 be amended to read:

   The Pill Box shall be dismantled, as far as possible, so that its components are not damaged. Prior to the dismantling of the Pill Box, a written scheme of investigation for a programme of internal recording shall be submitted to and approved by the Local Planning Authority. The
programme of recording shall accord with “Level 3” as per the guidance contained within Historic England’s “Understanding Historic Buildings: A Guide to Good recording Practice (2016)”. The approved programme shall then be implemented in all respects. After being dismantled, the Pill Box components shall be retained by the applicant at a suitable location for six months. The completed building records shall be submitted, together with evidence of the structures having been offered to the Bristol Aerospace Museum (BACT) (to be moved at their expense), to the Local Planning Authority for approval in writing and for deposition in the South Gloucestershire Historic Environment Record. The recording shall be carried out at all times in strict accordance with the approved scheme.

5. That an Informative be attached to the permission to request that the construction management shall follow the principles established during the recent Bromley Heath Viaduct works.

On being put to a vote, the motion, which was seconded by Councillor Brian Hopkinson was CARRIED (9:1:2) and

RESOLVED

1. That planning permission be granted subject to the conditions set out within the report.

2. That Condition 4 be amended to include the following bullet points:

- Details of measures to retain access to Patchway Railway Station on foot and by car; and for Parkway to Patchway rail station rail replacement buses to continue running.
- Details of measures to maintain alternative routes for publically maintained bus services that would normally pass under the railway bridge.
- Details of measures to ensure 24 hour access to and from Pegasus Industrial Park
- Details of measures for alternative footway provision during construction.

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   The Pill Box shall be dismantled, as far as possible, so that its components are not damaged. Prior to the dismantling of the Pill Box, a written scheme of investigation for a programme of internal recording shall be submitted to and approved by the Local Planning Authority. The programme of recording shall accord with “Level 3” as per the guidance contained within Historic England’s “Understanding Historic Buildings: A Guide to Good recording Practice (2016)”. The approved programme
shall then be implemented in all respects. After being dismantled, the Pill Box components shall be retained by the applicant at a suitable location for six months. The completed building records shall be submitted, together with evidence of the structures having been offered to the Bristol Aerospace Museum (BACT) (to be moved at their expense), to the Local Planning Authority for approval in writing and for deposition in the South Gloucestershire Historic Environment Record. The recording shall be carried out at all times in strict accordance with the approved scheme.

5. That an Informative be attached to the permission to request that the construction management shall follow the principles established during the recent Bromley Heath Viaduct works.

49 PT18/0987/R3F - LAND AT GIPSY PATCH LANE, HATCHET ROAD AND STATION ROAD, STOKE GIFFORD (Agenda Item 14)

The Principal Planning Officer updated Members on the following issues:

- One additional letter of objection had been received from a local resident and raised no new issues.

- Amendment to Condition 2

Currently reads: *No development shall commence until a surface water drainage scheme, based on the drainage strategy principles in the Environmental Statement submitted in support of the application…*

Amend to read: *Prior to the implementation of any drainage works a surface water drainage scheme, based on the drainage strategy principles in the Environmental Assessment submitted in support of the application…*

This is in order to be consistent with the other two Metrobus application drainage conditions.

In response to issues raised, the Principal Planning Officer made the following comments:

- Condition 3 required that prior to the implementation of the new landscaping, detailed planting plans that accord with the principles of the planting scheme shown on the drawings hereby approved, shall be submitted to the Local Planning Authority for written approval. Such details shall include opportunities for further planting over and above what is shown on the approved plans, having regard to actual locations of utilities and other constraints
- The submitted plans show all known utilities
- Condition 4 requires that all planting, seeding or turfing comprised in the landscaping details, hereby approved shall be carried out in the first planting and seeding seasons following the first use of the development hereby approved, and any trees or plants (to be retained or new
planting), which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting seasons with others of a size and species as shall reasonably be specified by the Local Planning Authority.

- The loss of existing trees will be mitigated through replacement planting but it was not recommended that mature trees be planted as that have less chance of survival that less mature trees.
- Lane closures associated with construction are not a planning consideration, rather they are a matter for officers in the traffic management team.

Councillor Keith Burchell moved

1. That planning permission be granted subject to the conditions set out within the report.

2. That the following additional condition be imposed:

Prior to the commencement of the development, (including demolition) hereby approved, the operator shall submit for approval and the Local Planning Authority shall have approved in writing details of a stakeholder liaison group including terms of reference and frequency of meeting. The forum liaison group shall include representatives of the development hereby approved, local Parish and Town Councils, local businesses and residents. The aim of the liaison group is to exchange relevant information, to respond to local comments and to maintain good community relations. The information shall include the proposed traffic management measures during the full road closures during construction. The liaison group shall operate in accordance with the terms of reference approved.

Reason:
To allow the exchange of information in order to maintain good community relations, and in the interests of Policy CS9 of the adopted South Gloucestershire Local Plan: Core Strategy and in the interests of transport impact management and Policy PSP11 of the adopted Policies Sites and Places Plan. Pre-commencement is required as the condition relates to the construction period.

3. That Condition 2 be amended to read

Prior to the implementation of any drainage works a surface water drainage scheme, based on the drainage strategy principles in the Environmental Assessment submitted in support of the application, Cribbs Patchway Metrobus Extension Drainage Strategy Document Version 2 February 2018, CPME-CH-PR-SK-0527 P3 Proposed Drainage Strategy Gipsy Patch Lane (Sheet 1 of 2), and CPME-CH-PR-SK-0528 P3 Proposed Drainage Strategy Gipsy Patch Lane (Sheet 2 of 2) and in accordance with sustainable drainage principles and taking
account of the assessment of the hydrological and hydrogeological context of the development, (i.e. based on the submitted Flood Risk Assessment and Drainage Strategy and anything relevant in the submitted Ground Investigations) has been submitted to and approved in writing by the Local Planning Authority.

The submitted scheme shall also include:

-CCTV Survey of existing drainage infrastructure to be used and/or replaced. Any connections to third party systems should be traced to outfall or an agreed location with the LLFA.
-A recommended management and maintenance plan for the drainage systems. Thereafter the scheme shall be constructed in accordance with the details so agreed before the development is completed.

The reason remains the same.

On being put to a vote, the motion, which was seconded by Councillor David Chubb was CARRIED (11:0:1) and

RESOLVED

1. That planning permission be granted subject to the conditions set out within the report.

2. That the following additional condition be imposed:

Prior to the commencement of the development, (including demolition) hereby approved, the operator shall submit for approval and the Local Planning Authority shall have approved in writing details of a stakeholder liaison group including terms of reference and frequency of meeting. The forum liaison group shall include representatives of the development hereby approved, local Parish and Town Councils, local businesses and residents. The aim of the liaison group is to exchange relevant information, to respond to local comments and to maintain good community relations. The information shall include the proposed traffic management measures during the full road closures during construction. The liaison group shall operate in accordance with the terms of reference approved.

Reason:
To allow the exchange of information in order to maintain good community relations, and in the interests of Policy CS9 of the adopted South Gloucestershire Local Plan: Core Strategy and in the interests of transport impact management and Policy PSP11 of the adopted Policies Sites and Places Plan. Pre- commencement is required as the condition relates to the construction period.

3. That Condition 2 be amended to read
Prior to the implementation of any drainage works a surface water drainage scheme, based on the drainage strategy principles in the Environmental Assessment submitted in support of the application, Cribbs Patchway Metrobus Extension Drainage Strategy Document Version 2 February 2018, CPME-CH-PR-SK-0527 P3 Proposed Drainage Strategy Gipsy Patch Lane (Sheet 1 of 2), and CPME-CH-PR-SK-0528 P3 Proposed Drainage Strategy Gipsy Patch Lane (Sheet 2 of 2) and in accordance with sustainable drainage principles and taking account of the assessment of the hydrological and hydrogeological context of the development, (i.e. based on the submitted Flood Risk Assessment and Drainage Strategy and anything relevant in the submitted Ground Investigations) has been submitted to and approved in writing by the Local Planning Authority.

The submitted scheme shall also include:

- CCTV Survey of existing drainage infrastructure to be used and/or replaced. Any connections to third party systems should be traced to outfall or an agreed location with the LLFA.
- A recommended management and maintenance plan for the drainage systems. Thereafter the scheme shall be constructed in accordance with the details so agreed before the development is completed.

The reason remains the same.

50 PT18/0992/R3F - SAN ANDREAS ROUNDBOUGHT, CRIBBS CAUSEWAY (Agenda Item 15)

Given the nature and location of the scheme, Members did not consider it necessary to establish a stakeholder liaison group. In order to maintain good relations with The Mall it was requested that the Mall liaison group be kept informed of the relevant information including the proposed traffic management measures during the construction. Further, Members wished to see measures for footway provision during construction and highlighted the problems that may occur if construction took place during the peak shopping period around Christmas and New Year.

Councillor Ken Dando moved that planning permission be granted subject to the conditions set out within the report.

On being put to a vote, the motion, which was seconded by Councillor Dave Hockey was unanimously CARRIED and

RESOLVED that planning permission be granted subject to the conditions set out within the report.

51 PT16/6182/F - LAND AT HAM BROOK LANE, CURTIS LANE (Agenda Item 16)
Kate Holden, agent spoke in support of the application and made the following points:

- The application was planned and was supported by CS27
- Design and materials are in keeping with the streetscene
- There will be no material impact upon the amenity of neighbouring properties
- A 1.8m high boundary wall will be constructed along the boundary of Hill View and No.79 Hambrook Lane
- Attention was drawn to the contributions arising from the scheme
- The development will make a contribution towards the Council’s 5 year housing land supply
- The development represents a robust and high quality scheme

David Fletcher spoke on behalf on Winterbourne Parish Council and objected to the proposal on the following grounds:

- A planning application for 80 dwellings on Hambrook Lane was previously turned down at No.10 Hambrook Lane because of the poor road infrastructure and the current scheme will have a detrimental impact on the current residents due to increased traffic and parking issues.

The Senior Planning Officer updated Members on the following issues:

1.0  **Amended plans received:**

1.01 A bundle of amended plans were received making very minor changes to the application which Officers consider to be non-material as such the plans have been listed in condition 29 at the bottom of this update sheet but the application was no re-advertised with these drawings.

2.0  **Additional Consultation responses:**

2.01 **Ecology Officer** –
That all development is subject to the provisions included within Section 6/7 (Conclusions and Recommendations) of the Ecological Assessment dated August 2017 by Ethos Environmental Planning relating to slowworm, bats, hedgehog and birds) forming part of the application. All works are to be carried out in strict accordance with said provisions (PSP19, L9);

2.02 **Highway Structures** -
If the application includes a structure that will support the highway or support the land above a highway. No construction is to be carried out without first providing the Highway Structures team with documents in accordance with BD2/12 of the Design Manual for Roads and Bridges that will allow formal Technical Approval of the proposals to be carried out. The applicant will be required to pay the fees associated with the
review of the submission whether they are accepted or rejected.

Or

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. The developer is to propose routes for any abnormal load movements required for the construction of this development. An abnormal load is any vehicle or load that is over 3 meters wide, 18.75 meters long or over 40 tonnes in weight.

2.1 **Representations:**

Further representations received since publication of the Committee report in full:

2.11 Mrs Widdowson - 79 Hambrook Lane

Following the meeting on 29th June I am now writing to you concerning my request for a brick wall (not breeze block) of approximately 4 to 5 feet high to be built along the boundary of my garden and the back of plots numbers 8, 9 and 10. I would like agreement of this and confirmation in writing.

I am still concerned about the privacy and security of the above plots backing onto my back garden, and also the height of these houses will be blocking the sunlight from my back garden. As my garden is terraced on three levels this means the back windows of these properties will be able to see into my back garden and back windows of my house.

I feel that a one storey bungalow would be more appropriate in this location as has been agreed for a plot near Hill View because of similar concerns.

There is also consideration to be given to the roots of the horse chestnut tree at the rear of 81 Hambrook Lane.

A further submission was circulated at the meeting and raised the same issues.

2.12 Alex Sargent – Hill View

To whom it may concern,

My husband and I are residents of Hill View, Curtis Lane and we are unable to attend the council meeting on the 12th July at the Turnberries community centre re: the above planning application.
We are objectors to the above planning and would like our views put forward on Thursday.

Our objection is to do with the proposed increase of traffic and parking for the excess of vehicles. I think it was back in 2010/2011 there was a planning application for 80 dwellings on Hambrook Lane but it was turned down because of the poor road infrastructure. The SGTL is supposed to have improved this but as a resident we have noticed that the road has become more of a rat run with cars illegally turning right and left at the lights.

As for parking most properties have at least two cars and sometimes more which will result in parking on the road and as it stands there is no spare space on Hambrook Lane.

Regarding the access onto Curtis Lane for pedestrians and cyclists from the proposed development, as I said at the recent site meeting it needs to have some form of barrier to prevent mopeds or motorbikes using it as a shortcut across Curtis Lane onto the wide footpath that accesses the SGTL. We are currently witnessing 7 ton lorries, vans, motorbikes coming up Curtis Lane turning onto the footpath and driving onto the bypass so unless something is put in place with the proposed access, it could be a free for all.

Thank you in advance.
Kind regards
Alex Sargent

3.0 Planning Considerations

3.1 Environmental Impact Assessment
The application includes an Environmental Statement (ES) and Officers have taken the ES into account in assessing the application. The ES concludes that there are no additional environmental constraints which would preclude the proposed development. Officers can confirm that the environmental information has been considered by officers and has been found sound for the purposes of considering this application and has been used to formulate some of the proposed planning conditions.

3.2 Transport/traffic/parking standards/sustainable transport

3.21 The paragraphs below have been reworded/superseded from the Officer Committee report as shown in your agenda (paragraph numbering as stated in your agenda report):

3.22 5.413 Hambrook Lane would also provide a suitable walking and cycling route connecting this site to the public transport network and the community, retail, leisure, health and education facilities being provided on the main EOHS Development.
The footpath on Hambrook Lane leading down to the SGTL is of a sub-standard width and requires widening to provide a suitable pedestrian link to the main EOHS development and the proposed new Metrobus stops on the SGTL. It is recommended that this link is provided by this development and secured through the s106 agreement (see Heads of Terms listed in the Officer recommendation below, specifically Head 19), which will be provided by the developer or paid for by them. The cost of providing this scheme which has been calculated currently to be £96,558 will be subtracted from the development’s overall roof tariff contribution towards the overall EOHS Infrastructure Delivery Plan.

3.23 5.414 A number of other schemes are being developed in the area to provide and improve walking and cycling access from the East of Harry Stoke (EOHS) SPD area to Metrobus services, the proposed new primary school on EOHS north parcel, Winterbourne Academy, Wise campus, UWE and local employment areas. An Infrastructure Delivery Plan has been prepared by the Council identifying all the infrastructure (other than open space) required to deliver the EoHS allocation in its entirety. Pro-rata contributions towards IDP infrastructure will be sought from all the developments in the EOHS SPD area, including from this development.

3.24 Travel Plan:
5.416 As the site is part of the EOHS Development, Officers are working towards an overarching Residential Travel Plan for the whole allocation with individual Developments providing their own Travel Plan which would include measure, incentives (sustainable travel vouchers), promotion, managing and monitoring mechanisms secured in a section 106 Agreement. The contents of each Travel Plan should be very similar and the value of the incentives in the form of sustainable travel vouchers will be the same across the whole of the EOHS Development. This is currently being negotiated with the Consultants working on the main EOHS site. A Residential Travel Plan for this development will be secured through the s106 related to this application, see Heads of Terms list (specifically Head number 20) in the Officer recommendation below. This could either be for the Developer to produce, implement and manage with a £500 per year for 5 years monitoring fee payable to the Council or for the council to implement with a contribution of £315 per dwelling.

3.3 Ecological Impact

3.31 Description of Site

The site consists of a single residential property and associated out buildings and adjacent agricultural field totalling 1.37ha to the north of Hambrook Lane and west of Curtis Lane adjacent to the main line railway in Stoke Gifford.
The site is not covered by any statutory or non-statutory nature conservation designations.

3.32 **Ecological Issues**

- Semi-natural habitat
- Bats
- Slowworm
- Great crested newt
- Dormouse
- Birds
- Hedgehog
- Badger

3.33 **Ecological analysis**

Previous ecological comments dated 10th January 2017 refer.

The application includes a further Ecological Assessment dated August 2017 by Ethos.

3.34 **Semi-natural Habitat**

The Ecological Assessment recorded the same range of habitats as the previous Phase 1 survey, with the majority of the semi-natural habitat across the site consisting of semi-improved species-poor grassland of only low nature conservation interest.

The Assessment also found that none of the hedgerows would qualify as ‘important’ under the Hedgerow Regulations 1997.

3.35 **Badgers**

No setts or signs of badger activity were recorded on site.

Whilst it was not possible to assess the vegetated railway corridor, no setts were apparent when inspected at a distance from within the application site. The masterplan for the scheme also incorporates a ‘buffer’ (of species-rich grassland) between the development and the railway which will maintain a safe distance if any setts were actually present.

Should twelve (12) months or more elapse between this survey and development commencing, it is recommended that the site should be re-surveyed for badgers and a report provided to the Council. A planning Condition is therefore recommended in the conditions list below to control this.

3.36 **Bats**
The Assessment includes dawn/dusk bat surveys of the residential building (bungalow) and one of the only trees on site – a field maple adjacent to the building – with potential roosting features.

No bats were recorded emerging from the building or the tree.

The bungalow was the sole building with any potential for use by bats.

The activity surveys recorded only two species on site – common pipistrelle and serotine – with levels of foraging/commuting generally being extremely low. The fixed static detectors on the site boundaries however recorded eight species – common pipistrelle, noctule, serotine, Leisler, brown long-eared, whiskered/Brandt’s, Natterer’s and Daubenton’s - although activity levels were generally low particularly for the more notable *Myotis* sp.

Bat foraging and commuting activity was almost entirely associated with the field boundary hedgerows. With the exception of a length of the south-western hedgerow which will need to be removed to create access, the hedges will be incorporated into the scheme and managed through a Landscape and Ecological Management Plan.

The LEMP will form the basis of an appropriately worded planning Condition.

### 3.37 Reptiles

A ‘good’ population of slow-worm (peak count 9) was recorded on site, primarily associated with grassland/scrub along the northern and south-eastern boundaries.

Slowworm are protected under the Wildlife & Countryside Act 1981 (as amended) and CROW Act 2000 and are listed as ‘Priority Species’ nationally under Section 41 of the NERC Act 2006. Additionally, slowworm is also listed on the South Gloucestershire Biodiversity Action Plan as a species for which the Council will require specific measures to be taken to conserve and enhance populations.

Section 7 of the Ecological Assessment includes mitigation measures (translocation to an ecological buffer of species-rich grassland along the northern site boundary with the railway) to avoid harm to slowworm during development and this should form the basis of an appropriately worded planning Condition.

### 3.38 Great Crested Newts

There are records of great crested newt within 500m of the application site associated with a series of ponds situated within a residential
back garden and agricultural fields to the south-west (East of Harry Stoke New Neighbourhood).

A single ornamental pond (P1) with goldfish was recorded within the garden of the bungalow, although an eDNA analysis subsequently found that great crested newts were not using the water body.

A further six ponds – P2 – P7 – were recorded within 500m of the application site with great crested newts having been in all of them as part of the baseline ecological surveys carried out for the East of Harry Stoke Outline application (Crest Nicholson).


Judicial review in 2009 (Woolley v East Cheshire BC) directed that, to fully engage with the Habitat Regulations, local authorities should subject planning applications to the same ‘tests’ under Regulations 53/56 as European Protected Species licences. Satisfying these ‘tests’ necessitates providing the detail of a mitigation strategy prior to determining the application.

The Assessment concluded that great crested newt was absent from pond P1 associated the residential dwelling; and that the application site consisted predominantly of heavily grazed pasture providing low-negligible habitat for great crested newts. The majority of the ponds (P3 – P7) wherein great crested newts have been recorded were on the edge (500m) of the maximum terrestrial migratory distance for the species; and the nearest breeding pond P2 is separated from the application site by residential curtilage along both sides of Hambrook Lane and the road itself. All of these considerations would suggest that it is extremely unlikely that newts would colonise and use the application site during the terrestrial phase of their year. Nonetheless, the site forms part of the New Neighbourhood which is the subject of an emerging Great Crested Newt Design Strategy currently being agreed with Natural England through their European Protected Species (EPS) Discretionary Advice Service (DAS). As this application is likely to be determined ahead of the DAS, Natural England need to be consulted to ensure that development would not compromise the overall stratagem for the species at Harry Stoke.

### 3.39 Dormouse

No specific survey for dormouse was carried out.
The Assessment considered that whilst the hedgerows had some potential for use by dormouse, they did not connect to the wider landscape or suitable core habitat (ancient or broadleaved woodland) for the species elsewhere.

Given this, the species was not considered further in the report.

3.310 Birds

Whilst no specific survey for birds was carried out under the Assessment, the report noted that the short, grazed sward within the field was unsuitable for use by ground-nesting birds such as skylark.

The report noted that a range of farmland bird species is likely to be associated with the boundary hedges but these are mostly being retained within the scheme, managed through a LEMP to maximise their value as nesting and foraging habitat.

3.311 Hedgehog

The appraisal identified that some small areas of semi-natural habitat across the site were suitable for use by hedgehog.

Hedgehog is a Priority Species nationally under Section 41 of the NERC Act 2006 and is included on the South Gloucestershire Biodiversity Action Plan (BAP). Accordingly, a mitigation strategy or precautionary method of working to avoid harm to animals during the clearance of any suitable habitat needs to be drawn up and agreed with the Council.

This will form the basis of an appropriately worded planning Condition.

3.312 Ecological Conclusions

There are no ecological constraints to granting planning permission.

Conditions should be attached in relation to a LEMP, Section 7 of the Ecological Assessment (slowworm, bats, hedgehog and bird nest boxes) and badgers.

3.4 Public Open Space (POS)

Officers can confirm that the POS projects/infrastructure listed in paragraphs 5.102-5.108 of the Officer Committee report, also meet the requirements of Regulation 123 (3) of the Community Infrastructure Levy Regulations 2010 related to pooling restrictions of 5 or more separate planning obligations providing funding towards a specific project or type of infrastructure.
3.5 Planning Obligations

Par.5.12 of the Officer Committee report in your agenda under heading ‘The Tariff Mechanism:’ is amended as follows:

3.51 The Tariff Mechanism:
As such a tariff system was chosen as the most appropriate means of securing infrastructure. The mechanism involves in its most simple terms dividing the overall cost of delivering the required infrastructure for the allocation by the number of dwellings provided, to determine a roof tariff for each dwelling unit. This is then multiplied by the number of units in an application submission and the total is then collected through section 106 agreement. As there are a number of sites likely to come forward within the allocation, with a number of section 106 agreements pooling restrictions under the CiL Regulations would not allow all applications to simply pay an overall amount towards the overall infrastructure package. Therefore the total sums required from the roof tariff would be designated towards specific infrastructure projects within the infrastructure package. A delivery mechanism paper was drawn up by Officers and this has been through two rounds of consultation with the relevant parties, developers/landowners and subject to some small amendments the developers/landowners have raised no significant objections to the mechanism presented. As such this is the chosen mechanism adopted by Officers for delivery of infrastructure for the allocation.

The roof tariff relates to community and transport infrastructure. Public Open Space and any off site contributions for the delivery of POS required for any development will be secured separately.

Par.5.12 of the Officer Committee report in your agenda under heading ‘Infrastructure Delivery Plan:’ is amended as follows:

3.52 Infrastructure Delivery Plan:
Officers have listed all of the infrastructure (other than open space) required to deliver the allocation in its entirety. This infrastructure delivery plan (IPD) was then costed by Council Officers to create a fully costed position for the IPD and from this a roof tariff can be calculated. The IDP follows the IPD list within the Council’s adopted EoHS Framework SPD adopted in Jan 2016 which includes (not exclusively) the following projects:

- Up to 3fe primary school north of the railway line.
- Community hub located south of Hambrook Lane
- Transport projects including pedestrian cycle improvements to Old Gloucester Road, traffic calming on Hambrook Lane, footway on SGTL, metrobus stops on SGTL, pedestrian crossing points on SGTL, roundabout improvements
- Travel plan to promote sustainable travel options
- A sum towards pedestrian and cycle linkage improvements within Bristol City Council district.
- Improvements to Right of Way along the Hanbrook to Hambrook village
- Contribution towards a new waste transfer station in the North Fringe.

3.53 At the time of writing this report, a figure of £16,383 has been calculated as a per-dwelling sum. The applicant for this development has agreed to pay this sum in relation to 56.5 of the dwellings proposed by the application. The remaining 13.5 dwellings located within the original curtilage of Roseneath, which is situated outside of the EoHS NN allocation would be subject to CiL. On this basis the EoHS roof tariff calculation for this application would be £16,363 x 56.5 equals £925,639.50. The applicant has stated that they accept this sum, but have indicated that they are not willing to pay anything more in terms of roof tariff and their offer is fixed at £16,383 per dwelling. Officers are currently reassessing the costs of all infrastructure in the IPD as part of assessing the viability of the Crest North and South applications (which form just over 80% of the total land within the allocation). As such it is likely that this roof tariff total will reduce rather than increase, although this is not certain to happen at this stage. Nevertheless, Officers consider the offer from the applicants of £16,383 to be reasonable and recommend acceptance of the applicant’s proposition.

3.54 Affordable Housing

Amendment to paragraph 5.130:

3.541 5.130 The Council will define affordability outputs in the Section.106 agreement, without any further information regarding sales values the affordability standards are as follows:

- social rents to be set at target rents
- shared ownership: to be sold as initial equity share of no more than 40% of the market value will be payable by the purchaser The annual rent on the equity retained by the RP should be no more than 1.5% of the unsold equity
- service charges will be capped at an appropriate level to ensure that the affordable housing is affordable.

Amendment to paragraph 5.133:

3.542 5.133 The applicant has indicated that the development may delivered by a Registered Provider in which case it could come forward as up to 100% affordable housing. The Council will secure the policy compliant proportion of affordable housing at 35% through the s106 agreement and the remainder would be provided at the
applicant’s discretion. A clause is recommended for the section 106 agreement to ensure that a provision in excess of 35% affordable housing can be achieved through this planning application if required. This will be achieved by framing the obligation in terms of "not less than 35% of dwellings being provided as Affordable Housing in perpetuity”.

3.6 **Typing mistakes from the Officer Committee report for this (12/7) Committee**

Par.5.132 (agenda page 123) 1st line – ‘an’ should read ‘and’

Par 5.344 (agenda page 133) 5th line – ‘The Landscape Officer has consistently raised concern over the loss of the two trees’ – This should read – ‘The Landscape Officer has consistently raised concern over the loss of the three trees’

4.0 **Amendment to Officer Recommendation:**

4.1 Amendments to heads of terms in par.7.1 of the Officer report as numbered in the Officer report:-

**Public Open Space:**
1. Informal recreational open space - Provision/enhancement = £29,344.39 plus Maintenance = £51,724.68
2. Natural and Semi Natural open space- Provision/enhancement = £32,508 plus- Maintenance = £53,927
3. Outdoor sports - Provision/enhancement = £124,439 plus- Maintenance = £37,664
4. Allotments - Provision/enhancement = £2,852.45 plus Maintenance = £3,637.09

**Affordable Housing:**
5. Not less than 35% of dwellings to be delivered as affordable housing, as defined by the NPPF. This application seeks full approval for 70 dwellings. Therefore 35% equates to 25 units to be delivered as affordable housing.
9. The 35% of dwellings secured as affordable housing through the s106 is to be delivered without any public subsidy.
15. The Council will define affordability outputs in the S.106 agreement, without any further information regarding sales values the affordability standards are as follows:

   - social rents to be set at target rents
   - shared ownership: to be sold as initial equity share of no more than 40% of the market value. The annual rent on the equity retained by the RP should be no more than 1.5% of the unsold equity
   - service charges will be capped at an appropriate level to ensure that the affordable housing is affordable
18. A sum of £925,639.50 will be required to pay for infrastructure delivery for the wider East of Harry Stoke New Neighbourhood in line with Policy CS27 and the adopted EoHS Framework SPD 2016. This equates to a roof tariff of £16,383 per dwelling for a total of 56.5 dwellings. The one unit which is shown falling 50% within the EoHS NN boundary will be charged as half the total roof tariff of the dwelling in question (£8191.50). This contribution will be directed to provision of primary school on land north of the railway line within the EoHS NN and the proposed traffic calming scheme on Hambrook Lane. The total cost of providing the footway link to the SGTL (whether provided by the developer or sum paid to the Council to deliver) (as set out in HoT 19) below which is estimated to be £96,558 will be deducted from the total infrastructure delivery cost (stated above as £925,639.50).

19. The developer is to provide or make payment to the Council for a widening scheme of the existing footpath on Hambrook Lane connecting to the Stoke Gifford Transport Link (SGTL) to provide a suitable pedestrian link to the main facilities within the EoHS New Neighbourhood and the proposed new Metrobus stops on the SGTL. This link is to be either provided by the developer or payment made to the Council for the cost of providing this scheme which has been calculated currently to be £96,558.

20. Provision of a travel plan:
Declaration in writing by the developer prior to first occupation of any dwelling on site for either the Council to implement a travel plan in full at a cost of £315 per dwelling or the developer to implement the travel plan which much include the following:
   1. Appointment of a Travel Plan Coordinator.
   2. Promotion of sustainable travel.
   3. Sustainable Travel Vouchers of £200 per dwellings
   4. Monitoring fees of £500 per year for 5 years
   5. A mechanism for distributing Sustainable Travel Vouchers.

4.2 Rewording to par.7.2-7.5 of the Officer Committee report in your agenda:

7.2 Community infrastructure levy will be payable in connection with part of the proposed development. This will be calculated on the basis of the proposed residential floorspace located outside of the EoHS NN (which as noted above is zero rated for CiL). In simple terms this means that all net additional floor space within the residential curtilage of Roseneath will be liable for CIL. This equates to 13.5 dwellings accounting for all
affordable housing exemptions at £55 per m2 for development within the North Fringe. The one unit which is shown falling 50% within the CIL charging schedule boundary will be charged as half the total floorspace of the dwelling in question.

7.3 That the Head of Legal and Democratic Services be authorised to prepare and seal the agreement.

7.4 That the Head of Corporate Finance is authorised to levy the CIL charge.

7.5 Should the agreement not be completed within 12 months of the date of the Committee resolution that delegated authority be given to the Director of Planning, Transport and Strategic Environment to refuse the application if an extension of time to complete the agreement is not sought.

5.0 Amendments to Conditions list

5.1 See below a brief summary of the change to each condition as numbered in the Officer Committee report in your agenda.

2. The first sentence of the condition is re-worded to require details to be both submitted and approved (as opposed to just submitted for approval) prior to construction of first dwelling,….

8. The first sentence of the condition is re-worded to require scheme to be both submitted and approved (as opposed to just submitted for approval) prior to commencement

9. The final sentence is amended as follows “The development shall thereafter be implemented and occupied in accordance with the approved details.”

10. The first sentence of the condition is re-worded to require scheme to be both submitted and approved (as opposed to just submitted for approval).

11. After the word ‘plan’ in the first sentence additional wording added as follows, “has been first submitted to and approved in writing by the Council”.

15. The condition has been split into two separate conditions. The first condition (condition 15 as amended) finishes at ‘occupied in full.’ The second condition (new condition 30) starts ‘No construction works, parking, storage…….’

17. Typo. The word ‘an’ should read ‘and’, in “and approved in writing by the Local Planning Authority”.

22. Condition 22 is deleted and replaced with Head number 19 in the Heads of Terms list in the Officer recommended. The footway is therefore secured through s106 alone and not by condition.

23. Additional wording at the end “and made available for adoption by the Council.”.
24. Wording, ‘is to be made available in perpetuity for a possible future access to land on the east side of Curtis Lane.’ Is replaced with wording “shall be safeguarded from development for a possible future access to land on the east side of Curtis Lane until 31.07.2028.”

Reason wording amended to state, “facilitating the comprehensive development of the East of Harry Stoke New Neighbourhood by allowing for a possible future access to land on the east side of Curtis Lane to ensure it can be developed in line with the Council’s aim as set out in the adopted East of Harry Stoke Framework SPD…”

5.2 Conditions to be amended as re-worded below. The numbering is as listed in the Officer Committee report in your agenda:

2. Prior to construction of the first dwelling to damp proof course level full details of both hard and soft landscaping works shall be both submitted to and approved in writing by the Local Planning Authority. These works shall be carried out as approved in writing. These details shall include [proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines indicating lines, manhole); retained historic landscape features and proposals for restoration where relevant.] Soft landscape works shall include [planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; implementation programme].

Reason:
To ensure the satisfactory appearance of the development in the interests of visual amenity and to accord with Policies CS1, CS2, CS9, CS24, CS25, CS27 of the South Gloucestershire Local Plan Core Strategy Adopted December 2013 and Policies PSP2, PSP3 and PSP44 of the South Gloucestershire Local Plan Policies, Sites and Places Plan November 2017.

8. Prior to the commencement of development a SuDS surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, flood prevention, pollution control and environmental protection shall be submitted to approved in writing by the Local Planning Authority.
Authority. Development shall be carried out in accordance with the approved details.

The scheme shall also includethe following details:

- How the scheme shall be maintained and managed after completion.
- Confirmation of Wessex Water’s acceptance to adopt the development’s surface water sewers, serving domestic houses and adoptable highway areas, to its positive outfall at privately maintained soakaway / deep boreholes systems is required.
- A clearly labelled drainage layout plan showing the pipe networks and any soakaway / deep boreholes.
- Drainage calculations to show there is no flooding on site in 1 in 30 year storm events; and no flooding of buildings or off site in 1 in 100 year plus an allowance for climate change storm event (winter, and summer).
- Where attenuation forms part of the Surface Water Network, calculations showing the volume of attenuation provided, demonstrating how the system operates during a 1 in 100 year plus an allowance for climate change storm event.
- Where infiltration forms part of the proposed Surface Water Network such as Soakaways, percolation / deep bore soakage test results and test locations are to be submitted in accordance with BRE 365.
- The drainage layout plan should also show exceedance / overland flood flow routes if flooding occurs and the likely depths if applicable of any flooding.
- The plan should also show any pipe node numbers referred to within the drainage calculations.
- A manhole / inspection chamber schedule to include cover and invert levels.
- Ownership and/or responsibility, along with details of a robust maintenance regime in relation to the Surface Water Network and its fundamental components such as Deep Borehole Soakaway systems.

Reason:
This is a pre-commencement condition to avoid any unnecessary remedial action in the future and as the details have not yet been submitted and are required for the construction period.

To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance of the surface water drainage system and to accord with policies CS9, CS25 and CS27 of the adopted South Gloucestershire Local Plan: Core Strategy (December

9. No dwelling shall be occupied until a detailed waste management and recycling strategy has been first submitted to and approved in writing by the Local Planning Authority. The waste management and recycling strategy shall include measures to control the use, sorting, storage and collection of waste material and recycling from residential and commercial uses on site, including on site composting. The development shall thereafter be implemented and occupied in accordance with the approved details.

Reason:
To ensure appropriate waste management, recycling and composting measures take place on site and in accordance with Policies CS1 and CS25 of the Core Strategy and Policy PSP21 of the South Gloucestershire Local Plan Policies, Sites and Places Plan November 2017.

10. No dwelling shall be occupied until a scheme for the provision of internet connection infrastructure to serve the future residents of the development, including a timetable for implementation, has been first submitted to the Council and approved in writing. The development shall be implemented in accordance with the agreed scheme and timetable.

Reason:

11. No development shall commence until a plan has been first submitted to and approved in writing by the Council showing details of all finish slab levels in relation to ground level for every building within the site edged red on the approved Site location Plan. The development shall be implemented in strict accordance with the approved slab levels.

Reason:
To ensure protection of the local area in the interest of protecting the character, distinctiveness and amenity of the surrounding area in accordance with policies CS1 and CS9, CS25 and CS27 of the adopted Core Strategy Dec 2013 and Policy PSP1, PSP2, PSP8 of the South Gloucestershire Local Plan Policies, Sites and Places Plan November 2017.
15. The works hereby authorised shall comply with British Standard 3998: 2010 - Recommendations for Tree Work. No development shall commence until a tree protection plan, showing root protection zones and protective fencing (including details of the fencing to be used) (in accordance with BS5837 - Trees in relation to design, demolition and construction) for all trees and hedges within or adjacent to the site to be retained on the approved Arboricultural Method Statement and Protection Plan by Barton Hyett has been first submitted to and approved in writing by the Local Planning Authority. Protective fencing shall be erected around each root protection zone in accordance with the recommendations of BS5837 prior to commencement of any development and the protective fencing shall remain in place until the development is built and occupied in full.

Reason:
This is a pre-commencement condition to avoid any unnecessary remedial action in the future.

In the interests of visual amenity and protection of important landscape features and to accord with Policies CS1, CS2, CS9, CS20, CS24, CS25 of the South Gloucestershire Local Plan Core Strategy Adopted December 2013 and Policy PSP2 and PSP3 of the South Gloucestershire Local Plan Policies, Sites and Places Plan November 2017.

17. No development shall take place within the plots for:
- Unit 32 including the three proposed parking spaces immediately to the east of the dwelling within plot 32
- Unit 8
- Unit 52 and the parking spaces to the north east of the dwelling within plot 52 until a full arboricultural method statement has been submitted to and approved in writing by the Local Planning Authority. The Method Statement shall include a 'no dig' method of accommodating any development which falls within the RPZ of trees T8, T9 and T11 including fencing and surfaced areas including parking and details of pile foundations for Unit 52 and the parking spaces to the north east of the dwelling within plot 52. The development of plots 8, 32 and 52 shall be implemented in strict accordance with the approved method statement.

23. Prior to the occupation of the 35th dwelling the pedestrian access to Curtis Lane to the side of plot 32 as shown on drawing BRS 6343.14 Rev V and provided and made available for use and made available for adoption by the Council.
Reason:
In the interests of highway safety and promoting use of other forms of travel than the private car and to accord with Policies CS1, CS7, CS8, CS25 and CS27 of the South Gloucestershire Local Plan Core Strategy Adopted December 2013 and Policy PSP10, PSP11, PSP13, PSP16 of the South Gloucestershire Local Plan Policies, Sites and Places Plan November 2017.

24. Prior to occupation of the 50th dwelling the 6m wide strip of land to the side of plot 32 linking to the site boundary as shown on drawing BRS 6343 18 Rev H, shall be safeguarded from development for a possible future access to land on the east side of Curtis Lane until 31.07.2028.

Reason:
In the interests of facilitating the comprehensive development of the East of Harry Stoke New Neighbourhood by allowing for a possible future access to land on the east side of Curtis Lane to ensure it can be developed in line with the Council’s aim as set out in the adopted East of Harry Stoke Framework SPD and to accord with Policies CS1, CS7, CS8, CS25 and CS27 of the South Gloucestershire Local Plan Core Strategy Adopted December 2013 and Policy PSP10, PSP11, PSP13, PSP16 of the South Gloucestershire Local Plan Policies, Sites and Places Plan November 2017.

5.3 Additional conditions to those listed in your agenda
Numbering is a continuation of the conditions list as numbered in your agenda:

25. The development shall be implemented in accordance with the provisions included within Section 6/7 (Conclusions and Recommendations) of the Ecological Assessment dated August 2017 by Ethos Environmental Planning relating to slowworm, bats, hedgehog and birds) forming part of the application. All development are to be carried out in strict accordance with said provisions.

Reason:
To ensure the development is carried out in an appropriate manner and in the interests of preserving the character and appearance of the area and landscape features therein and to protect local nature conservation and geological interests and to accord with Policies CS1, CS2, CS9, CS24, CS25, CS27 of the South Gloucestershire Local Plan Core Strategy Adopted December 2013 and Policies PSP2, PSP3, PSP19 and PSP44 of the South Gloucestershire Local Plan Policies, Sites and Places Plan November 2017.
26. No development shall commence until the site has been re-surveyed for badgers and a report assessing the re-survey with mitigation strategy if necessary has been submitted to the Council and approved in writing. The report shall provide details of all development subject to the licensing provisions of the Protection of Badgers Act 1992. Thereafter the development shall be implemented in strict accordance with the findings and recommendations in the re-survey shall be carried out in accordance with the approved report.

Reason:
This is a pre-commencement condition to ensure protection of Badgers as a protected species and to avoid any unnecessary remedial action in the future.

To ensure the development is carried out in an appropriate manner in accordance with up to date survey evidence and to protect local nature conservation and geological interests and to accord with Policies CS1, CS2, CS9, CS24, CS25, CS27 of the South Gloucestershire Local Plan Core Strategy Adopted December 2013 and Policies PSP2, PSP3, PSP19 and PSP44 of the South Gloucestershire Local Plan Policies, Sites and Places Plan November 2017.

27. Prior to the commencement of development details of the roofing and external facing materials proposed to be used for all buildings within the site 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 the satisfactory appearance of the development in the interests of visual amenity and to accord with Policies CS1, CS25,CS27 of the South Gloucestershire Local Plan Core Strategy Adopted December 2013 and Policy PSP1 of the South Gloucestershire Local Plan Policies, Sites and Places Plan November 2017.

28. All windows and doors shall be built with a minimum external reveal depth from the front face of the building to which it is fixed of 70mm.

Reason:
To ensure the satisfactory appearance of the development in the interests of visual amenity and to accord with Policies CS1, CS25,CS27 of the South Gloucestershire Local Plan Core Strategy Adopted December 2013 and Policy PSP1 of the South Gloucestershire Local Plan Policies, Sites and Places Plan November 2017.
The development hereby approved shall be carried out in strict accordance with the following plans/drawings:

Drawing no. SK201 Rev A (Visibility Splay) received 27.06.2018
Drawing no. 02 Rev A (Site Location Plan) received 27.06.2018
Drawing no. 09 Rev K (House Pack) received 10.07.2018
Drawing no. 10 Rev H (Streetscenes) received 27.06.2018
Drawing no. 14 Rev R (Site Layout) received 27.06.2018
Drawing no. 16 Rev J (Parking Strategy) received 27.06.2018
Drawing no. 17 Rev J (Waste Collection Strategy) received 27.06.2018
Drawing no. 18 Rev M (Adoptable Areas) received 10.07.2018
Drawing no. 19 Rev J (Materials Plan) received 27.06.2018
Drawing no. 20 Rev H (Building Heights) received 27.06.2018
Drawing no. 21 Rev N (Landscape Masterplan) received 27.06.2018
Drawing no. 22 Rev K (Detailed POS Proposal) received 27.06.2018
Drawing no. 32 Rev G (POS PLAN) received 10.07.2018
Drawing no. 33 Rev A (CIL Overlay Plan) received 10.07.2018

Reason:
In the interest of clarity and in order to define the planning permission.

30. No construction works, parking, storage of materials shall take place within any defined roof protection zone that has been approved by the Council until the protective fencing as defined in condition 15 is removed. The development must be implemented in strict accordance with the approved tree protection plan unless a revised arboricultural impact assessment and method statement have been first submitted to and approved in writing by the Council.

Reason:
In the interests of visual amenity and protection of important landscape features and to accord with Policies CS1, CS2, CS9, CS20, CS24, CS25 of the South Gloucestershire Local Plan Core Strategy Adopted December 2013 and Policy PSP2 and PSP3 of the South Gloucestershire Local Plan Policies, Sites and Places Plan November 2017.

31. Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order with or without modification), no windows/dormer windows or rooflights [other than those expressly authorised by this permission] shall be constructed in the south (rear) elevation of plots 32, 34 and 35.

Reason:
To protect the privacy and amenity of neighbouring occupiers, and to accord with Policy CS1 of the South Gloucestershire Local Plan Core Strategy 2013, Policy PSP8 of the South Gloucestershire Local Plan Policies, Sites and Places Plan 2017 and the National Planning Policy Framework.

32. Prior to first occupation of dwelling at plot 32 and at all times thereafter, the proposed first floor rear bathroom window on the south elevation shall be glazed with obscure glass to level 3 standard or above with any opening part of the window being above 1.7m above the floor of the room in which it is installed.

Reason:
To protect the privacy and amenity of neighbouring occupiers, and to accord with Policy CS1 of the South Gloucestershire Local Plan Core Strategy 2013, Policy PSP8 of the South Gloucestershire Local Plan Policies, Sites and Places Plan 2017 and the National Planning Policy Framework.

In response to issues raised, the Highway Officer made the following points:

- With reference to the historic decision at No.10 Hambrook Lane, Member’s attention to the analysis contained within paragraph 5.4111 through 5.4114 of the officer report and was satisfied that that the appeal decision had very little direct relationship to this submission and should be afforded no significant weight.
- The pedestrian access onto Curtis Lane would be 3 metres wide with a bollard. The access was intended to provide pedestrians and cyclists with a route out onto the Stoke Gifford Transport Link but if problems arose regarding the use of motorised vehicles then an additional barrier could be put in place along the route. However, this was outside the scope of this planning application.
- The amount of traffic generated by the development can be safely accommodated on the local highway network both with the existing Hambrook Lane Stoke Gifford Transport Link junction and the planned left in left out junction proposed as part of the wider East of Harry Stoke Development. In both cases the am and pm peak hour departures and arrivals would be less than 30 vehicles respectively split two ways.
- The scheme complies with the Council’s car parking standards including the provision of parking for the block of flats.

Councillor Ernie Brown expressed concern that some of the dwellings could be converted into House in Multiple Occupation and requested that permitted development rights be removed to protect the character, visual amenity and appearance of the area, amenity of neighbouring occupiers, to ensure adequate private amenity space is provided and to prevent additional pressure for on street parking in the interest of highway safety.

In response, the Senior Planning Officer suggested the following additional condition:
Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification) the dwelling units the subject of this decision shall be used for all uses/purposes within Use Class C3 (dwellinghouse) only and for no other purpose including Class C4 (Houses in Multiple Occupation).

Reason:
To protect the character, visual amenity and appearance of the area, amenity of neighbouring occupiers, to ensure adequate private amenity space is provided and to prevent additional pressure for on street parking in the interest of highway safety, and to accord with Policies CS1, CS7, CS8, CS25 and CS27 of the South Gloucestershire Local Plan Core Strategy Adopted December 2013 and Policy PSP8, PSP16, PSP39, PSP43 of the South Gloucestershire Local Plan Policies, Sites and Places Plan November 2017 and the National Planning Policy Framework.

In response to issues raised, the Senior Planning Officer advised that in addition to existing education provision, the East of Harry Stoke New Neighbourhood would provide a primary school of up to 3 forms of entry on the Crest/Council land north of the railway line.

In response to issues raised, the Senior Planning Officer explained that the residents of No.79 requested a wall to be erected at the rear of plots 8-10 to protect their amenity. The wall would encroach into the root protection area of tree T8 which would be detrimental to its amenity value. As such the applicant’s proposed fence is considered to be the preferred option and will still provide the same level of screening as a wall at the same height.

Members noted that the occupiers of No. 79 Hambrook Lane had left the meeting at this point and asked officers to respond directly to them regarding their request for a wall to be erected.

It was moved by Councillor Keith Burchell, seconded by Councillor Dave Hockey and upon being put to a vote CARRIED (9:0:3) and

RESOLVED

1. That authority be delegated to the Director of Environment and Community Services to grant permission, subject to the conditions out within the report and the applicant first voluntarily entering into an agreement under section 106 of the Town and Country Planning Act 1990 (as amended) to secure the following:

**Public Open Space:-**
1. Informal recreational open space - Provision/enhancement = £29,344.39 plus Maintenance = £51,724.68
2. Natural and Semi Natural open space- Provision/enhancement = £32,508 plus- Maintenance = £53,927
3. Outdoor sports - Provision/enhancement = £124,439 plus-
   Maintenance = £37,664
4. Allotments - Provision/enhancement = £2,852.45 plus
   Maintenance = £3,637.09

**Affordable Housing:**

5. Not less than 35% of dwellings to be delivered as affordable housing, as defined by the NPPF. This application seeks full approval for 70 dwellings. Therefore 35% equates to 25 units to be delivered as affordable housing.
6. Tenure split of 73% social rent (18 units) and 27% shared ownership (7 units), as identified by the Wider Bristol Strategic Housing Market Assessment 2015.
7. A range of affordable unit types to meet housing need based upon the findings from the Wider Bristol Strategic Housing Market Assessment 2015 as shown below.

**Social Rent**

<table>
<thead>
<tr>
<th>Plots to be confirmed</th>
<th>Type</th>
<th>Number</th>
<th>Min size m2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plots to be confirmed</td>
<td>2x1 bed 2 person flats</td>
<td>2</td>
<td>50</td>
</tr>
<tr>
<td>33</td>
<td>1 bed bungalow (wheelchair unit)</td>
<td>1</td>
<td>58</td>
</tr>
<tr>
<td>16, 21-23, 26, 28-30 and 52</td>
<td>9x2 bed 4 person houses</td>
<td>9</td>
<td>79</td>
</tr>
<tr>
<td>17, 18, 27, 31, 53 &amp; 54</td>
<td>6x3 bed 5 person houses</td>
<td>6</td>
<td>93</td>
</tr>
</tbody>
</table>

**Shared Ownership**

<table>
<thead>
<tr>
<th>Plots</th>
<th>Type</th>
<th>Number</th>
<th>Min size m2</th>
</tr>
</thead>
<tbody>
<tr>
<td>1, 2, 67, 68</td>
<td>4x2 bed 4 person house</td>
<td>4</td>
<td>79</td>
</tr>
<tr>
<td>64-66</td>
<td>3x3 bed 5 person house</td>
<td>3</td>
<td>93</td>
</tr>
</tbody>
</table>

8. One of the affordable housing units to be provided to meet wheelchair accommodation standards, bungalow at plot 33.
9. The 35% of dwellings secured as affordable housing through the s106 is to be delivered without any public subsidy.
10. The Council to refer potential occupants to all first lettings and 75% of subsequent lettings.
11. Affordable housing should be distributed across the site in clusters of no more than 6 units, unless a specific pepperpotting strategy is approved.
12. Design and specification criteria: All units to be built in line with the same standards as the market units (if higher) and Part 2 of Secured by Design, and compliance with RP design brief.
13. Delivery is preferred through the Council’s list of Approved Registered Providers. The Council works in partnership with Registered Providers to deliver affordable housing to development and management standards. In the event of the developer choosing a Registered Provider from outside the partnership then the same development and management standards will need to be adhered to.
14. Phasing: Affordable housing to be built at the same time as the rest of the housing on site in line with agreed triggers as per S.106 agreement, with a detailed assessment on a site by site basis.
15. The Council will define affordability outputs in the S.106 agreement, without any further information regarding sales values the affordability standards are as follows:
   - social rents to be set at target rents
   - shared ownership: to be sold as initial equity share of no more than 40% of the market value. The annual rent on the equity retained by the RP should be no more than 1.5% of the unsold equity
   - service charges will be capped at an appropriate level to ensure that the affordable housing is affordable

16. Social rented to be retained as affordable housing in perpetuity. Right to Acquire does not apply where no public subsidy is provided.
17. Any capital receipts on intermediate housing to be recycled as capital expenditure on approved affordable housing schemes in South Gloucestershire, on the basis that the subsidy increases by any capital appreciation on that subsidy.

Infrastructure Delivery:
18. A sum of £925,639.50 will be required to pay for infrastructure delivery for the wider East of Harry Stoke New Neighbourhood in line with Policy CS27 and the adopted EoHS Framework SPD 2016. This equates to a roof tariff of £16,383 per dwelling for a total of 56.5 dwellings. The one unit which is shown falling 50% within the EoHS NN boundary will be charged as half the total roof tariff of the dwelling in question (£8191.50). This contribution will be directed to provision of primary school on land north of the railway line within the EoHS NN and the proposed traffic calming scheme on Hambrook Lane. The total cost of providing the footway link to the SGTL (whether provided by the developer or sum paid to the Council to deliver) (as set out in HoT 19) below which is estimated to be £96,558 will be deducted from the total infrastructure delivery cost (stated above as £925,639.50).
19. The developer is to provide or make payment to the Council for a widening scheme of the existing footpath on Hambrook Lane connecting to the Stoke Gifford Transport Link (SGTL) to provide a suitable pedestrian link to the main facilities within the EoHS New Neighbourhood and the proposed new Metrobus stops on the SGTL. This link is to be either provided by the developer or payment made to
the Council for the cost of providing this scheme which has been calculated currently to be £96,558.

20. Provision of a travel plan:

Declaration in writing by the developer prior to first occupation of any dwelling on site for either the Council to implement a travel plan in full at a cost of £315 per dwelling or the developer to implement the travel plan which much include the following:

1. Appointment of a Travel Plan Coordinator.
2. Promotion of sustainable travel.
3. Sustainable Travel Vouchers of £200 per dwellings
4. Monitoring fees of £500 per year for 5 years
5. A mechanism for distributing Sustainable Travel Vouchers.

2. Community infrastructure levy will be payable in connection with part of the proposed development. This will be calculated on the basis of the proposed residential floorspace located outside of the EoHS NN (which as noted above is zero rated for CiL). In simple terms this means that all net additional floor space within the residential curtilage of Roseneath will be liable for CiL. This equates to 13.5 dwellings accounting for all affordable housing exemptions at £55 per m2 for development within the North Fringe. The one unit which is shown falling 50% within the CiL charging schedule boundary will be charged as half the total floorspace of the dwelling in question.

3. That the Head of Legal and Democratic Services be authorised to prepare and seal the agreement.

4. That the Head of Corporate Finance is authorised to levy the CiL charge.

5. Should the agreement not be completed within 12 months of the date of the Committee resolution that delegated authority be given to the Director of Planning, Transport and Strategic Environment to refuse the application if an extension of time to complete the agreement is not sought.

6. That Conditions 2, 8, 9, 10, 11, 15, 17, 23 and 24 be amended to read as follows:

2. Prior to construction of the first dwelling to damp proof course level full details of both hard and soft landscaping works shall be both submitted to and approved in writing by the Local Planning Authority. These works shall be carried out as approved in writing. These details shall include [proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (e.g. drainage power, communications cables,
pipelines indicating lines, manhole); retained historic landscape features and proposals for restoration where relevant]. Soft landscape works shall include [planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; implementation programme].

Reason:
To ensure the satisfactory appearance of the development in the interests of visual amenity and to accord with Policies CS1, CS2, CS9, CS24, CS25, CS27 of the South Gloucestershire Local Plan Core Strategy Adopted December 2013 and Policies PSP2, PSP3 and PSP44 of the South Gloucestershire Local Plan Policies, Sites and Places Plan November 2017.

8. Prior to the commencement of development a SuDS surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, flood prevention, pollution control and environmental protection shall be submitted to approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

The scheme shall also include the following details:

- How the scheme shall be maintained and managed after completion.
- Confirmation of Wessex Water's acceptance to adopt the development's surface water sewers, serving domestic houses and adoptable highway areas, to its positive outfall at privately maintained soakaway / deep boreholes systems is required.
- A clearly labelled drainage layout plan showing the pipe networks and any soakaway / deep boreholes.
- Drainage calculations to show there is no flooding on site in 1 in 30 year storm events; and no flooding of buildings or off site in 1 in 100 year plus an allowance for climate change storm event (winter, and summer).
- Where attenuation forms part of the Surface Water Network, calculations showing the volume of attenuation provided, demonstrating how the system operates during a 1 in 100 year plus an allowance for climate change storm event.
- Where infiltration forms part of the proposed Surface Water Network such as Soakaways, percolation / deep bore soakage test results and test locations are to be submitted in accordance with BRE 365.
o The drainage layout plan should also show exceedance / overland flood flow routes if flooding occurs and the likely depths if applicable of any flooding.
o The plan should also show any pipe node numbers referred to within the drainage calculations.
o A manhole / inspection chamber schedule to include cover and invert levels.
o Ownership and/or responsibility, along with details of a robust maintenance regime in relation to the Surface Water Network and its fundamental components such as Deep Borehole Soakaway systems.

Reason:
This is a pre-commencement condition to avoid any unnecessary remedial action in the future and as the details have not yet been submitted and are required for the construction period.

To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance of the surface water drainage system and to accord with policies CS9, CS25 and CS27 of the adopted South Gloucestershire Local Plan: Core Strategy (December 2013) and Policy PSP20 and PSP21 of the South Gloucestershire Local Plan Policies, Sites and Places Plan November 2017.

9. No dwelling shall be occupied until a detailed waste management and recycling strategy has been first submitted to and approved in writing by the Local Planning Authority. The waste management and recycling strategy shall include measures to control the use, sorting, storage and collection of waste material and recycling from residential and commercial uses on site, including on site composting. The development shall thereafter be implemented and occupied in accordance with the approved details.

Reason:
To ensure appropriate waste management, recycling and composting measures take place on site and in accordance with Policies CS1 and CS25 of the Core Strategy and Policy PSP21 of the South Gloucestershire Local Plan Policies, Sites and Places Plan November 2017.

10. No dwelling shall be occupied until a scheme for the provision of internet connection infrastructure to serve the future residents of the development, including a timetable for implementation, has been first submitted to the Council and approved in writing. The development shall be implemented in accordance with the agreed scheme and timetable.
Reason:

11. No development shall commence until a plan has been first submitted to and approved in writing by the Council showing details of all finish slab levels in relation to ground level for every building within the site edged red on the approved Site location Plan. The development shall be implemented in strict accordance with the approved slab levels.

Reason:
To ensure protection of the local area in the interest of protecting the character, distinctiveness and amenity of the surrounding area in accordance with policies CS1 and CS9, CS25 and CS27 of the adopted Core Strategy Dec 2013 and Policy PSP1, PSP2, PSP8 of the South Gloucestershire Local Plan Policies, Sites and Places Plan November 2017.

15. The works hereby authorised shall comply with British Standard 3998: 2010 - Recommendations for Tree Work. No development shall commence until a tree protection plan, showing root protection zones and protective fencing (including details of the fencing to be used) (in accordance with BS5837 - Trees in relation to design, demolition and construction) for all trees and hedges within or adjacent to the site to be retained on the approved Arboricultural Method Statement and Protection Plan by Barton Hyett has been first submitted to and approved in writing by the Local Planning Authority. Protective fencing shall be erected around each root protection zone in accordance with the recommendations of BS5837 prior to commencement of any development and the protective fencing shall remain in place until the development is built and occupied in full.

Reason:
This is a pre-commencement condition to avoid any unnecessary remedial action in the future.

In the interests of visual amenity and protection of important landscape features and to accord with Policies CS1, CS2, CS9, CS20, CS24, CS25 of the South Gloucestershire Local Plan Core Strategy Adopted December 2013 and Policy PSP2 and PSP3 of the South Gloucestershire Local Plan Policies, Sites and Places Plan November 2017.
17. No development shall take place within the plots for:
- Unit 32 including the three proposed parking spaces immediately to
  the east of the dwelling within plot 32
- Unit 8
- Unit 52 and the parking spaces to the north east of the
dwelling within plot 52 until a full arborcultural method
statement has been submitted to and approved in writing by
the Local Planning Authority. The Method Statement shall
include a 'no dig' method of accommodating any development
which falls within the RPZ of trees T8, T9 and T11 including
fencing and surfaced areas including parking and details of pile
foundations for Unit 52 and the parking spaces to the north
east of the dwelling within plot 52. The development of plots 8,
32 and 52 shall be implemented in strict accordance with the
approved method statement.

23. Prior to the occupation of the 35th dwelling the pedestrian
access to Curtis Lane to the side of plot 32 as shown on
drawing BRS 6343.14 Rev V and provided and made available
for use and made available for adoption by the Council.

Reason:
In the interests of highway safety and promoting use of other
forms of travel than the private car and to accord with Policies
CS1, CS7, CS8, CS25 and CS27 of the South Gloucestershire
Local Plan Core Strategy Adopted December 2013 and Policy
PSP10, PSP11, PSP13, PSP16 of the South Gloucestershire

24. Prior to occupation of the 50th dwelling the 6m wide strip of
land to the side of plot 32 linking to the site boundary as shown
on drawing BRS 6343 18 Rev H, shall be safeguarded from
development for a possible future access to land on the east
side of Curtis Lane until 31.07.2028.

Reason:
In the interests of facilitating the comprehensive development
of the East of Harry Stoke New Neighbourhood by allowing for
a possible future access to land on the east side of Curtis Lane
to ensure it can be developed in line with the Council’s aim as
set out in the adopted East of Harry Stoke Framework SPD
and to accord with Policies CS1, CS7, CS8, CS25 and CS27 of
the South Gloucestershire Local Plan Core Strategy Adopted
December 2013 and Policy PSP10, PSP11, PSP13, PSP16 of
the South Gloucestershire Local Plan Policies, Sites and

That the following additional conditions be imposed:
25. The development shall be implemented in accordance with the provisions included within Section 6/7 (Conclusions and Recommendations) of the Ecological Assessment dated August 2017 by Ethos Environmental Planning relating to slowworm, bats, hedgehog and birds) forming part of the application. All development are to be carried out in strict accordance with said provisions.

Reason:
To ensure the development is carried out in an appropriate manner and in the interests of preserving the character and appearance of the area and landscape features therein and to protect local nature conservation and geological interests and to accord with Policies CS1, CS2, CS9, CS24, CS25, CS27 of the South Gloucestershire Local Plan Core Strategy Adopted December 2013 and Policies PSP2, PSP3, PSP19 and PSP44 of the South Gloucestershire Local Plan Policies, Sites and Places Plan November 2017.

26. No development shall commence until the site has been re-surveyed for badgers and a report assessing the re-survey with mitigation strategy if necessary has been submitted to the Council and approved in writing. The report shall provide details of all development subject to the licensing provisions of the Protection of Badgers Act 1992. Thereafter the development shall be implemented in strict accordance with the findings and recommendations in the re-survey shall be carried out in accordance with the approved report.

Reason:
This is a pre-commencement condition to ensure protection of Badgers as a protected species and to avoid any unnecessary remedial action in the future.

To ensure the development is carried out in an appropriate manner in accordance with up to date survey evidence and to protect local nature conservation and geological interests and to accord with Policies CS1, CS2, CS9, CS24, CS25, CS27 of the South Gloucestershire Local Plan Core Strategy Adopted December 2013 and Policies PSP2, PSP3, PSP19 and PSP44 of the South Gloucestershire Local Plan Policies, Sites and Places Plan November 2017.

27. Prior to the commencement of development details of the roofing and external facing materials proposed to be used for all buildings within the site 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 the satisfactory appearance of the development in the interests of visual amenity and to accord with Policies CS1, CS25, CS27 of the South Gloucestershire Local Plan Core Strategy Adopted December 2013 and Policy PSP1 of the South Gloucestershire Local Plan Policies, Sites and Places Plan November 2017.

28. All windows and doors shall be built with a minimum external reveal depth from the front face of the building to which it is fixed of 70mm.

Reason:
To ensure the satisfactory appearance of the development in the interests of visual amenity and to accord with Policies CS1, CS25, CS27 of the South Gloucestershire Local Plan Core Strategy Adopted December 2013 and Policy PSP1 of the South Gloucestershire Local Plan Policies, Sites and Places Plan November 2017.

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

Drawing no. SK201 Rev A (Visibility Splay) received 27.06.2018
Drawing no. 02 Rev A (Site Location Plan) received 27.06.2018
Drawing no. 09 Rev K (House Pack) received 10.07.2018
Drawing no. 10 Rev H (Streetscenes) received 27.06.2018
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Drawing no. 22 Rev K (Detailed POS Proposal) received 27.06.2018
Drawing no. 32 Rev G (POS PLAN) received 10.07.2018
Drawing no. 33 Rev A (CIL Overlay Plan) received 10.07.2018

Reason:
In the interest of clarity and in order to define the planning permission.

30. No construction works, parking, storage of materials shall take place within any defined roof protection zone that has been approved by the Council until the protective fencing as defined in condition 15 is removed. The development must be implemented in strict accordance with the approved tree protection plan unless a revised arboricultural impact
assessment and method statement have been first submitted to and approved in writing by the Council.

Reason:
In the interests of visual amenity and protection of important landscape features and to accord with Policies CS1, CS2, CS9, CS20, CS24, CS25 of the South Gloucestershire Local Plan Core Strategy Adopted December 2013 and Policy PSP2 and PSP3 of the South Gloucestershire Local Plan Policies, Sites and Places Plan November 2017.

31. Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order with or without modification), no windows/dormer windows or rooflights [other than those expressly authorised by this permission] shall be constructed in the south (rear) elevation of plots 32, 34 and 35.

Reason:
To protect the privacy and amenity of neighbouring occupiers, and to accord with Policy CS1 of the South Gloucestershire Local Plan Core Strategy 2013, Policy PSP8 of the South Gloucestershire Local Plan Policies, Sites and Places Plan 2017 and the National Planning Policy Framework.

32. Prior to first occupation of dwelling at plot 32 and at all times thereafter, the proposed first floor rear bathroom window on the south elevation shall be glazed with obscure glass to level 3 standard or above with any opening part of the window being above 1.7m above the floor of the room in which it is installed.

Reason:
To protect the privacy and amenity of neighbouring occupiers, and to accord with Policy CS1 of the South Gloucestershire Local Plan Core Strategy 2013, Policy PSP8 of the South Gloucestershire Local Plan Policies, Sites and Places Plan 2017 and the National Planning Policy Framework.

33. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification) the dwelling units the subject of this decision shall be used for all uses/purposes within Use Class C3 (dwellinghouse) only and for no other purpose including Class C4 (Houses in Multiple Occupation).

Reason:
To protect the character, visual amenity and appearance of the area, amenity of neighbouring occupiers, to ensure adequate private amenity space is provided and to prevent additional
pressure for on street parking in the interest of highway safety, and to accord with Policies CS1, CS7, CS8, CS25 and CS27 of the South Gloucestershire Local Plan Core Strategy Adopted December 2013 and Policy PSP8, PSP16, PSP39, PSP43 of the South Gloucestershire Local Plan Policies, Sites and Places Plan November 2017 and the National Planning Policy Framework.

8. That officers be asked to respond directly to the occupiers of No. 79 Hambrook Lane regarding their request for a brick wall to be erected at the rear of plots 8-10 to protect their amenity.

52 PT18/0646/F - THORNFIELD, GLOUCESTER ROAD, THORNBURY (Agenda Item 17)

Chris Viner, applicant spoke in support of the proposal and made the following points:

- The extension will provide accommodation for a growing family
- The original proposal included the erection of a 3 bedroom house but this was subsequently omitted from the plans
- The officer recommendation is that planning permission be granted
- Skylights provide natural light and ventilation
- No overlooking from the skylights will occur

John Steele, local resident spoke against the proposal and made the following points:

- The roof line will be raised by 2 metres
- Loss of visual amenity
- Overdevelopment
- Loss of privacy
- Overbearing
- Skylights should be obscured and non-opening

Councillor Clare Fardell read out a statement on behalf of Councillor Shirley Holloway, Ward Member for Thornbury South and Alveston in which she made the following points:

- Attention was drawn to the objections submitted by local residents
- Overbearing
- Out of keeping
- Loss of privacy

The Principal Planning Officer advised that the following additional plans should be listed in Condition 3:

Received 06.07.2018
Proposed Section
Proposed Elevation with outline of neighbouring properties

Although a number of skylights were proposed in the roof and facing adjacent neighbours, the Principal Planning Officer considered that given the position and size of these windows as shown on the proposed sections, they would not result in a harmful degree of overlooking and as such it would be unreasonable to impose a condition to restrict opening or introduce obscured glazing as neighbours have requested.

Having viewed the site and considered the submitted plans and sections, Councillor Clare Fardell was satisfied that no significant loss of amenity would result from the proposal. Councillor Fardell subsequently moved

1. That planning permission be granted

2. That the following additional plans should be listed in Condition 3:

   Received 06.07.2018
   Proposed Section
   Proposed Elevation with outline of neighbouring properties

On being put to a vote, the motion, which was seconded by Councillor Brian Hopkinson was CARRIED (11:0:1) and

**RESOLVED**

1. That planning permission be granted

2. That the following additional plans should be listed in Condition 3:

   Received 06.07.2018
   Proposed Section
   Proposed Elevation with outline of neighbouring properties

53 PT18/1878/TRE - 38 ST SAVIOURS RISE, FRAMPTON COTTERELL (Agenda Item 18)

Councillor Dave Hockey noted that there had been no objection from the Tree Officer to the application and moved that consent be granted subject to the conditions set out within the report.

On being put to vote, the motion, which was seconded by Councillor Keith Burchell was unanimously CARRIED and

**RESOLVED** that consent be granted subject to the conditions set out within the report.

Meeting closed 3.15pm
I confirm that the minutes are a correct record of the meeting

Chair