

BATH AND NORTH EAST SOMERSET COUNCIL

Development Management Committee

Date 11 January 2017

OBSERVATIONS RECEIVED SINCE THE PREPARATION OF THE MAIN AGENDA

ITEMS FOR PLANNING PERMISSION

ITEM

Item No.	Application No.	Address
001	16/04250/FUL	Land East of Alma Cottage, Charlcombe Lane, Charlcombe, Bath

Following the Examination hearings the Inspector has now issued her Interim Statement and has advised the Council of her recommended Main Modifications required to make the plan sound. The Main Modifications and Minor Proposed Changes are now subject to public consultation prior to the Inspector issuing her Final Report. The following policies can now be given substantial weight:

D.2 – Local character and distinctiveness
D.4 – Streets and spaces
D.5 – Building design
D.6 – Amenity
GB.1 – Visual amenities of the Green Belt
NE.2 – Conserving and enhancing the landscape and landscape character

The following policies are given significant weight:

HE.1 – Historic environment
ST.7 – Transport requirements for managing development

The above policies are considered relevant to the case and do not alter the case officers recommendation.

Further representations have been received from the owner/occupier of Alma Cottage and another neighbour (no address provided) the content of which is summarised below:

- There has been no equestrian use of the existing building for at least 10 years. The applicant has used it as a storage shed;
- The submitted photographs were probably taken around 20 years ago;
- The case officer is mistaken if she believes the equestrian use has been maintained;
- Highway safety concerns in regards to the proposed access arrangements;
- Traffic levels are currently approximately 150 vehicles per hour during twice daily peak periods, mostly exceeding the speed limit. Traffic volume will increase when the Ensleigh development reaches full occupation;
- The case officer should provide evidence of when permission was obtained for change of use to equestrian. If the equestrian use was unauthorised it is not relevant for consideration;
- The recent site visit undertaken by Councillors was at a time when local schools were still closed for holiday and most people were still on Christmas leave. It was therefore unrepresentative of the typical traffic levels experienced twice daily.
- Before a full planning application can be considered the following permissions need to be sought:
 1. The building requires change of use to residential
 2. That part of the field being taken into the residential boundary requires change of use from agricultural.
 3. Planning permission must be obtained to demolish a structure in the AONB.
- Policy ET9 should be taken into account. The proposal fails to comply with ET9 points 3a and 3b.
- Neighbours did not receive notification by post of the original planning application, nor notification that the application was to go to committee.

The update report for the Committee Meeting held on 14 December 2016 provided a further analysis of highway safety issues to supplement the report contained in the Agenda (copied below). The additional representations raise no new material considerations and do not alter the previous assessment.

The Highways Officer has provided the following additional comments; these do not supersede the formal highway consultation response that was previously provided:

Charlcombe Lane is a single track lane, with passing spaces. The speed limit at this section of the lane is 20mph, and speeds are reduced due to the constrained width and geometry. Traffic flows have been observed to be light, although the route is busier in the typical peak travel periods. Forward visibility approaching the access location is considered to be adequate; however, the visibility when emerging from the access is limited due to the presence of walls either side. A motorist would have to slowly emerge from the access to ensure that there is no potential for a collision to occur. There are several other access points within the immediate vicinity of the site that have visibility constrained to a similar level, and a review of the local road traffic

accident history has shown that there is no significant evidence of this type of access resulting in personal injury accidents.

It is acknowledged that the existing access is not ideal. However, there is no evidence to suggest that there is a high risk of an accident occurring and it is considered that, much as at similarly constrained access points in the vicinity, a careful motorist would be able to use the access safely.

It is clear that this is an established access into the field which would also have been used to access the application site when it was last in use. This is a material consideration. Neither the Local Planning Authority nor the Local Highway Authority can preclude the access from being used in association with the use of the application site and the adjoining field. There is also evidence to suggest that there is an extant equestrian use which could resume at any time. Taking these factors into account it is considered that, on balance, the access is acceptable.

In planning law, a vacant or unoccupied site's lawful use remains its last lawful use, whether or not that use has been maintained. In this case, whilst the site is currently unoccupied and appears to have been so for some time, no evidence has come forward to demonstrate that a material change of use has occurred since the site was last used for stabling horses. It would therefore appear from the available evidence that the previous use was equestrian and this is a material consideration.

In regards to the permissions needed for the proposed development, there is no requirement for separate permissions for demolition and change of use to be obtained. Should the current application be approved, this would include demolition of the existing building and change of use of the building's curtilage to residential.

The corner of the field that would be grasscreted to provide access to the proposed parking space would not be included within the residential curtilage of the proposed dwelling. This area has been included within the red site boundary because the site location plan is required to include any land required for access within the red line.

The following ADDITIONAL CONDITION is recommended should planning permission be granted for the proposed development:

Condition: The residential curtilage of the dwelling hereby approved shall be limited to the line of fencing shown on drawing No. AO2 (Survey) received 24/08/2016.

Reason: In order to prevent encroachment into the Green Belt to comply with saved Local Plan Policy HG.11 and Core Strategy Policy CP8.

As discussed in the report contained in the agenda, Local Plan Policy ET.9 is not relevant to the current proposal since the proposal is not for the

conversion of an existing building; rather, it is for the demolition of the existing building and redevelopment of a previously developed site.

Section 15, paragraph 5 of The Town and Country Planning (Development Management Procedure) Order 2015 (as amended) requires the LPA to publicise a planning application of this type by site display on or near the land to which the application relates or by serving notice on the owner or occupier of any adjoining land. A site notice was displayed outside the site on 09/09/2016. The Planning Department's records show that a notification letter was sent to the adjoining property, Alma Cottage, on 30/08/2016. The Council has therefore met its statutory duty in regards to notifying neighbours.

In addition, the Planning Department's records show that the following addresses were notified on 02/12/2016 and 22/12/2016 that the application was on the agendas for the December and January committee meetings respectively:

- Alma Cottage, Charlcombe Lane;
- Dale Cottage, Charlcombe Lane – owner/occupier notified because representation submitted;
- Walnut Cottage, Charlcombe Lane – owner/occupier notified because representation submitted.

No planning records have been found relating to the existing building or its use.

There is no change to the officer recommendation.

Item No.	Address	Application No.
002	The Grove Langridge Lane Swainswick BA1 8AJ	16/04885/FUL

Following the Examination hearings the Inspector has now issued her Interim Statement and has advised the Council of her recommended Main Modifications required to make the plan sound. The Main Modifications and Minor Proposed Changes are now subject to public consultation prior to the Inspector issuing her Final Report. The following policies can now be given substantial weight:

D.2: Local character and distinctiveness

D.3: Urban Fabric

D.5: Building design

D.6: Amenity

RE.4: Essential dwellings for rural workers

NE.2: Conserving and enhancing the landscape and landscape character

The following policy is given significant weight

ST.7: Transport requirements for managing development

The above policies are considered relevant to the case and do not alter the case officers recommendation.

The applicant has submitted revised plans altering the proposed materials. The building was originally proposed to be constructed in a mix of render and timber. The revised drawings show the building will be constructed from a mix of stone and timber.

Item No.	Application No.	Address
003	16/03652/FUL	Applegate Stables Shockerwick Lane Bathford Bath BA1 7LQ

Members are advised that since the publication of the November committee report, the applicant has submitted additional letters of support making the total number of support letters received in respect of this application 7. The applicant also submitted a petition of 27 signatures, 21 of which serve to underpin prior letters of support submitted in respect of 2014 application 14/02558/FUL.

In addition, the agent has submitted a 'Proposed Parking Plan' and comments from a third party in response to the objection comments provided by Highways.

In summary, the third party comments state that the proposal will have a de minimis impact and would not, in the context of NPPF, be severe. The third party is of the opinion that, by residing on site, the owner will be able to reduce some trips associated with travelling to and from work and that this will be of benefit. The opinion is also given that adequate provision for parking can be provided and maintained.

In response to these comments, the allocated planning officer wishes to state the following:

- Whilst the ability for the owner to reduce travel to and from work may be a benefit, it would not counterbalance the increase in traffic caused by the expansion of the site if planning permission were to be granted.
- Additional stables will result in additional movements to and from the site by clients, which is likely to include both car vehicles and horse boxes. Furthermore, a greater amount of traffic would be expected to be generated from deliveries to the dwelling and visits by friends and family

The Senior Highway Development Control Engineer has confirmed their original objection comments, submitted 19th September 2016, and has stated the following additional comments in response to submitted 'Proposed Parking Plan':

“Given the uncertainties over so many aspects of the application I would be unable to accept the proposed parking and turning areas, as it does not demonstrate sufficient room for horseboxes etc., and the required level of parking has not been justified or agreed.”

In light of the above, the Council considers that it has taken a balanced view of this matter and has reached the decision that, notwithstanding the observations of the third party, the quantum of development if approved will result in more movements to the site and not less – as suggested. Whilst it was felt that a refusal on highway grounds could not be substantiated, it should be noted that provision for parking on the site, alongside a consideration of highways safety with regards to the increased amount of traffic entering/existing the site, has not been agreed and therefore these concerns remain an outstanding detail of this application.

Item No.	Address	Application No.
01	Horseworld, Staunton Lane, Whitchurch	16/04615/FUL

CONSULTATIONS AND REPRESENTATIONS:

Highways Development Officer: Revised plans have been submitted informally to address the outstanding highways issues.

Internal Highway Layout: The outstanding concerns in relation to the internal highway layout have now, in the main been overcome and is now acceptable.

Staunton Lane Works: The scheme proposes the provision of a zebra crossing and ‘gateway’ feature just north of the existing Horseworld access junction.

An independent speed survey on the west bound Staunton Lane approach has now been carried out which shows that vehicle speeds approaching the zebra crossing are acceptable and driver-pedestrian inter-visibility on the approach to the zebra crossing is also considered to be satisfactory.

However, there are concerns that the detailing of the carriageway treatment in the narrowing as proposed (coloured surface treatment) will introduce a maintenance liability given the volume of traffic using Staunton Lane. Therefore it is considered that a Traffic Management contribution of £20K as an obligation in the s106 would be appropriate to deal with this issue.

Staunton Lane ‘Pinch Point’: If the existing telegraph and electricity poles are to be left in front of the wall then the minimum 450mm clearance will need to be between the carriageway edge and the outer face of these poles with the wall being moved slightly further back than shown.

The risk of right turning vehicles from Sleep Lane having to cross into the opposing carriageway on the eastern Staunton Lane arm when negotiating the revised kerb-line has also been considered. However I am satisfied that a car/van could execute this right turn movement without any need to encroach into the opposing westbound carriageway on exit. A plan showing the swept path plot of a right turning car to confirm that the extent of carriageway widening to the south should nevertheless be submitted.

LOCAL REPRESENTATIONS:

A further two letters of objection have been received which raise concerns regarding the impact of the development on highway safety and flooding in Sleep Lane.

These issues have already been dealt within the main report.

POLICY CONTEXT:

Following the Examination hearings the Inspector has now issued her Interim Statement and has advised the Council of her recommended Main Modifications required to make the plan sound. The Main Modifications and Minor Proposed Changes are now subject to public consultation prior to the Inspector issuing her Final Report. The following policies can now be given substantial weight:

- Policy SD1 – Presumption in favour of sustainable development
 - Policy RA5 – Land at Whitchurch Strategic Site Allocation
 - Policy CP2 – Sustainable Construction
 - Policy CP3 – Renewable Energy
 - Policy CP7 – Green Infrastructure
 - Policy CP9 – Affordable Housing
 - Policy CP10 – Housing Mix
 - Policy PCS5 – Contamination
 - Policy PCS7A – Foul sewage infrastructure
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- Policy SRC1 – On site renewable energy requirement
 - Policy SCR5 - Water Efficiency
 - Policy SU1 – Sustainable drainage
 - Policy D1, D2, D3, D4, D5, D6 - General design policies
 - Policy D7 – Infill and backland development
 - Policy H7 – Housing Accessibility
 - Policy NE1 – Green Infrastructure
 - Policy NE2 – Landscape character
 - Policy NE5 – Ecological networks
 - Policy NE6 – Trees and woodlands
 - Policy PCS1 – Pollution and nuisance
 - Policy PCS3 – Air Quality
 - Policy LCR2 – New or replacement community facilities

- Policy LCR3A – Primary School Capacity
- Policy LCR7B – Broadband
- LCR9 – Provision of local food growing
- Policy ST1 – Sustainable Travel

The following policies are relevant and have significant weight:

- Policy D8 - Lighting
- Policy HE1 – Historic environment
- Policy NE2A – Landscape Setting of Settlements
- Policy NE3 – Protected Species
- Policy PCS2 – Noise and vibration
- Policy ST7 – Transport requirements for development

Planning Issues:

The progression of the Placemaking Plan through the examination process has meant that many of the policies within the Plan have gained weight since the original Committee report was written.

In light of this the policies have been reconsidered and it is only Policy H7 which deals with housing accessibility that has gained substantial weight and which also has an impact on the acceptability of the proposed development.

At this time there is insufficient information to judge the application against Policy H7 but it is likely that the development as proposed would fail to comply. Whilst this is of concern it is considered that compliance would require significant amendments to the design and layout of each dwelling and which would also require a complete redesign of the layout of the scheme as a whole potentially reducing the number of dwellings that this site could achieve.

The Horseworld site is a strategic housing site where Policy RA5 seeks the provision of around 200 dwellings and any amendment to the layout that would result in the loss of housing units on this site would put the achievement of the principles of this policy in question. In light of this it is considered that the provision of housing on this site, in line with adopted Core Strategy Policy RA5, has greater weight than Policy H7 of the Placemaking Plan. Therefore, in this case, it is considered that, whilst the development may not comply with Policy H7 of the Placemaking Plan, for the reasons give above, this is not sufficient to find the proposal unacceptable or justify refusal on this point.

Impact on Highway Safety:

The additional information submitted, albeit informally at this stage, along with the results of the speed survey has confirmed that speeds along Staunton Lane are acceptable for the safe provision of a Zebra crossing in conjunction with a 'gateway' feature. The request of £20,000 for traffic management on

Staunton Lane is considered appropriate and has been agreed with the Applicant.

Internally the information submitted shows that the layout concerns have now been addressed.

At the Staunton Lane pinch point there is still a relatively minor outstanding issue with regard to the location of the existing telegraph poles. However Officers are confident that this can be resolved through negotiation.

Subject to the submission of further information to address the relatively minor outstanding issues and the provision of an obligation for £20,000 in the S106 legal agreement, it is considered that the proposed development is now acceptable and would not have a harmful impact on highway safety.

Recommendation:

DELEGATE TO PERMIT:-

Subject to:

A) The expiry of the application consultation period and the receipt of local representations raising no new valid planning issues that have not already been considered above.

B) The submission of further acceptable information including:

1. No adverse comments being received from the Waste Management Team in relation to the revised Waste Management Strategy.
2. Amended plans to resolve the detailed design issues surrounding landscape and allotment layout.
3. The submission of a lighting scheme that is considered to have an acceptable impact on bats.
4. The submission of final details as outlined above regarding to speed survey results on Staunton Lane, any additional speed reducing measures considered necessary, internal swept path plan and Staunton Lane, Staunton Lane/Sleep Lane junction revisions.

C) Authorise the Group Manager – Development Management, in consultation with the Planning and Environmental Law Manager, to enter into a section 106 agreement to provide the following:

1. Landscape and Open space:
Provision of open space, LEAP and long term management
Provision and long term management of allotments
2. Highways:
Off site highway improvements to Staunton Lane and Sleep Lane to include a mini roundabout, zebra crossing, widening of pavements and

amendments to the Staunton Lane/Sleep Lane junction including (TRO's) to reduce the speed limit on Sleep Lane.
£20,000 for Traffic Management measures on Staunton Lane

3. Affordable Housing:
40% affordable housing provision on site
4. Fire Hydrants: Cost of installation and five years maintenance of a total of 5no fire hydrants
5. Education:
Primary School Provision:
The capital contribution for the expansion of the school buildings at Whitchurch Primary school (off site) is calculated on the basis of £12,754.80 per pupil x 27.60 pupils = £352,032.48 contribution required.
A contribution towards associated costs is also required.
The capital contribution for the purchase of sufficient additional adjacent land to the existing school site to allow the expansion of the school site. The independent valuation for the land at the rear of Whitchurch Primary school values this at £21,500.00. Divided by the overall dwellings allocated within the Whitchurch Strategic Housing site = £105.91 per dwelling x 97 dwellings = £10,273.27
Early Years Provision:
Early Years land contribution - 0.1094ha on site and/or contributions
Capital contribution to EY building –48.92%
Final figures to be confirmed
6. Targeted Recruitment and Training:
14 x work placements
2 x apprenticeships
2 x new jobs advertised through DWP
£7,040 contribution

D) And grant planning permission with conditions as listed in the main report, provided they have not been addressed prior to a decision, along with further conditions arising from the additional information submitted above and/or as considered appropriate by Officers.

Item No.	Application No.	Address
02	16/04629/FUL	Kielder Church Lane East Harptree Bristol Bath And North East Somerset BS40 6BE

RELEVANT PMP POLICIES

Following the Examination hearings the Inspector has now issued her Interim Statement and has advised the Council of her recommended Main Modifications required to make the plan sound. The Main Modifications and Minor Proposed Changes are now subject to public consultation prior to the Inspector issuing her Final Report. The following policies can now be given substantial weight:

- D1 General Urban Design Principles
- D2 Local Character & Distinctiveness
- D3 Urban Fabric
- D4 Streets and spaces
- D5 Building Design
- D6 Amenity
- D7 Infill and Backland Development
- NE2 Conserving and enhancing the landscape and landscape character
- NE6 Trees and woodland conservation
- SU1 Sustainable Drainage
- ST1 Promoting sustainable travel
- SCR5 - Water Efficiency
- PCS5 Contamination
- PCS7A - Foul sewage infrastructure

The following policies can now be given significant weight

- H1 Historic Environment
- ST7 Transport requirements for managing development
- NE2A Landscapes setting of settlements
- NE3 Sites, species and habitat

The above policies are considered relevant to the case and do not alter the case officers recommendation.

Item No.	Application No.	Address
03	16/02230/FUL	10 Lymore Gardens, Twerton

RELEVANT PMP POLICIES

Following the Examination hearings the Inspector has now issued her Interim Statement and has advised the Council of her recommended Main Modifications required to make the plan sound. The Main Modifications and Minor Proposed Changes are now subject to public consultation prior to the Inspector issuing her Final Report. The following policies can now be given substantial weight:

- D.1: General Urban Design Principles
- D.2: Local Character and Distinctiveness
- D.3: Urban Fabric
- D.4: Streets and Spaces
- D.5: Building Design
- D.6: Amenity

The following policies can be given significant weight:

H.1: Historic Environment

ST7: Transport requirements for managing development and parking standards

The above policies are considered relevant to the case and do not alter the case officers recommendation.

Item No.	Application No.	Address
04	16/05085/FUL	44 St Clement's Rd, Keynsham

RELEVANT PMP POLICIES

Following the Examination hearings the Inspector has now issued her Interim Statement and has advised the Council of her recommended Main Modifications required to make the plan sound. The Main Modifications and Minor Proposed Changes are now subject to public consultation prior to the Inspector issuing her Final Report. The following policies can now be given substantial weight:

- D.1: General Urban Design Principles
- D.2: Local Character and Distinctiveness
- D.3: Urban Fabric
- D.4: Streets and Spaces
- D.5: Building Design
- D.6: Amenity
- D.7: Infill and Backland Development

The following policies can be given significant weight:

ST7: Transport requirements for managing development and parking standards

There is no change to the officer recommendation.

Item No.	Application No.	Address
Item 05	14/05836/FUL	Land Rear of Yearten House, Water Street, East Harptree.

The scheme comprises one 2 bed, five 3 bed and two 4 bedroomed dwellings.

Place making Plan

In the Policy section of the updated report the text is amended to read:

Following the Examination hearings the Inspector has now issued her Interim Statement and has advised the Council of her recommended Main Modifications required to make the plan sound. The Main Modifications and Minor Proposed Changes (discussed at the Hearings) will be subject to public consultation from early January 2017 prior to the Inspector issuing her Final Report. At the point at which Main Modifications or the Inspector's position on modifications is published, the following policies can now be given substantial weight:

D2 Local Character and Distinctiveness
D4 Street and spaces
D5 Building Design
D6 Amenity
SCR 5 Drainage

The proposals is seen to comply with policies D2, D4, D5 and D6 in terms of design, layout, mass, bulk and impact on amenity.

Policy SCR5 – Water Efficiency states that all dwellings will be expected to meet the national optional Building Regulations requirement for water efficiency of 110 litres per person per day. It also requires rainwater harvesting by residents and this can be obtained by the use of water butts and in order that the proposal complies with this requirement a condition requiring such items is necessary and must be attached to any permission granted.

ADDITIONAL CONDITION

Prior to the first occupation of each dwelling hereby approved details of rainwater harvesting methods to be provided within each plot shall be submitted to and approved in writing by the Local Planning Authority, these shall thereafter be available for use prior to the first occupation of each unit and shall be retained for use in perpetuity.

Reason: To ensure adequate means of rainwater harvesting are provided and retained for use in association with each unit in accordance with Policy SCR5 of the Placemaking Plan.

CONDITION 16 the following REASON is added.

REASON:

To mitigate and compensate for any impacts on badgers and on the badger sett at the site, and to prevent harm to badgers during development period.

One letter has been received raising concerns in respect of the requirement for this proposal to now comply with the parking standards as stipulated within the made Chew Valley Neighbourhood Plan.

The Chew Valley Neighbourhood Plan has passed examination and therefore, the policies within the neighbourhood plan are a material consideration and now carry significant weight. The Plan has been modified in accordance with the examiners comments and a referendum date has been set for 16th February 2017.

The Chew Valley Neighbourhood Plan has amended car parking standards that are higher than those proposed in the Placemaking Plan and the parking standard policy ST7 in the Placemaking Plan carries limited weight.

Policy HDE8b of the Chew Valley Neighbourhood Plan stipulates parking standards as follows

Parking – Domestic Dwellings

To be supported proposals for all new residential developments must provide a minimum of:

- Two spaces per dwelling up to three bed dwelling
- Three spaces per four bed dwelling and above
- Half a space per dwelling for visitor parking.

Garages are excluded from the prescribed minimum standards.

If no garage or secure area is provided there must also be provision for cycle parking as per 1 secure covered stand per dwelling in a communal area for residents, plus 1 stand per 8 dwellings for visitors.

In relation to this proposal the layout plan indicates 2 spaces per unit. The two 4 bed units are required to provide 3 spaces per unit in line with the neighbourhood plan and the scheme should accommodate 4 visitor spaces within the site boundary.

The proposed development on this site is of a relatively low density and therefore accommodating an extra car parking space within the curtilage of plots 6 and 8 can be achieved to comply with the car parking standards as stipulated in the neighbourhood plan. An additional condition is considered necessary to ensure 3 spaces for plot 6 and 8 are provided and retained.

This application was considered by committee in the summer 2015 when the committee resolved to approve the application subject to the signing of a 106 agreement. It is recognised that in line with the neighbourhood plan 4 visitor spaces (0.5 spaces per unit) should be provided and the requirements of the neighbourhood plan should carry significant weight. However, the road to be constructed is indicated to be of adequate scale and proportion to allow for a refuse vehicle to access the site and serve the dwellings. Therefore, the estate road will be of a sufficient size not only to accommodate refuse vehicles but also on street parking for visitors. It should also be noted that there will not be restrictions on parking on this road and this is considered acceptable and appropriate. The level of parking as indicated is in compliance with the saved policy in the local plan. T.26- On-site parking and servicing provision.

The acceptability of this scheme as a whole includes a balance of the provision of open space, a public route through the site and the interests of wildlife and in particular badgers. The open areas as provided form an integral part of a scheme that includes the provision of public open space and ecological corridors with a management company being set up to ensure the maintenance and protection of the landscaped areas in perpetuity. In respect of these requirements it is considered that the open spaces/ecological corridors as proposed should be retained and on balance these areas should not be encroached upon to provide additional parking areas.

ADDITIONAL CONDITION

Notwithstanding the plans hereby approved details in respect of 3 car parking spaces to be provided within each curtilage of plots 6 and 8 shall be submitted to and approved by the Local Planning Authority the spaces shall thereafter be available for use prior to the occupation of the dwellings and retained for such use in perpetuity.

Reason: To ensure adequate off street parking is available for use in association with these 4 bedroomed properties in accordance with Policy HDE8b of the Chew Valley neighbourhood plan.

COMMENTS FROM BRISTOL WATER

We would confirm that we have no objection to the development. We enclose a copy of our ordnance survey sheet for your information.

We would ask that you please advise the applicant to contact us direct or use the following

<http://onlineforms.bristolwater.co.uk/customer/form/op/add/formid/5> on our web site.

Item No.	Application No.	Address
07	16/04535/FUL	33 Parklands, High Littleton, Bristol

Within the policy section the wording in respect of the policies weighting is amended as follows.

Place making Plan:

Following the Examination hearings the Inspector has now issued her Interim Statement and has advised the Council of her recommended Main Modifications required to make the plan sound. The Main Modifications and Minor Proposed Changes are now subject to public consultation prior to the Inspector issuing her Final Report. The following policies can now be given substantial weight:

D1: General Urban Design Principles
D2: Local Character and Distinctiveness
D3: Urban Fabric
D5: Building design
D6: Amenity
D.7 Infill and Backland Development
ST.1: Promoting Sustainable Travel

The following informative is to be added to any permission granted.

3- In determining this application the Local Planning Authority considers it has complied with the aims of paragraphs 186 and 187 of the National Planning Framework.