

**WARD:** Bedminster **CONTACT OFFICER:** Catherine Tyrer  
**SITE ADDRESS:** Malago House Bedminster Road Bristol BS3 5NP

**APPLICATION NO:** 15/01988/F Full Planning  
**EXPIRY DATE:** 22 July 2015

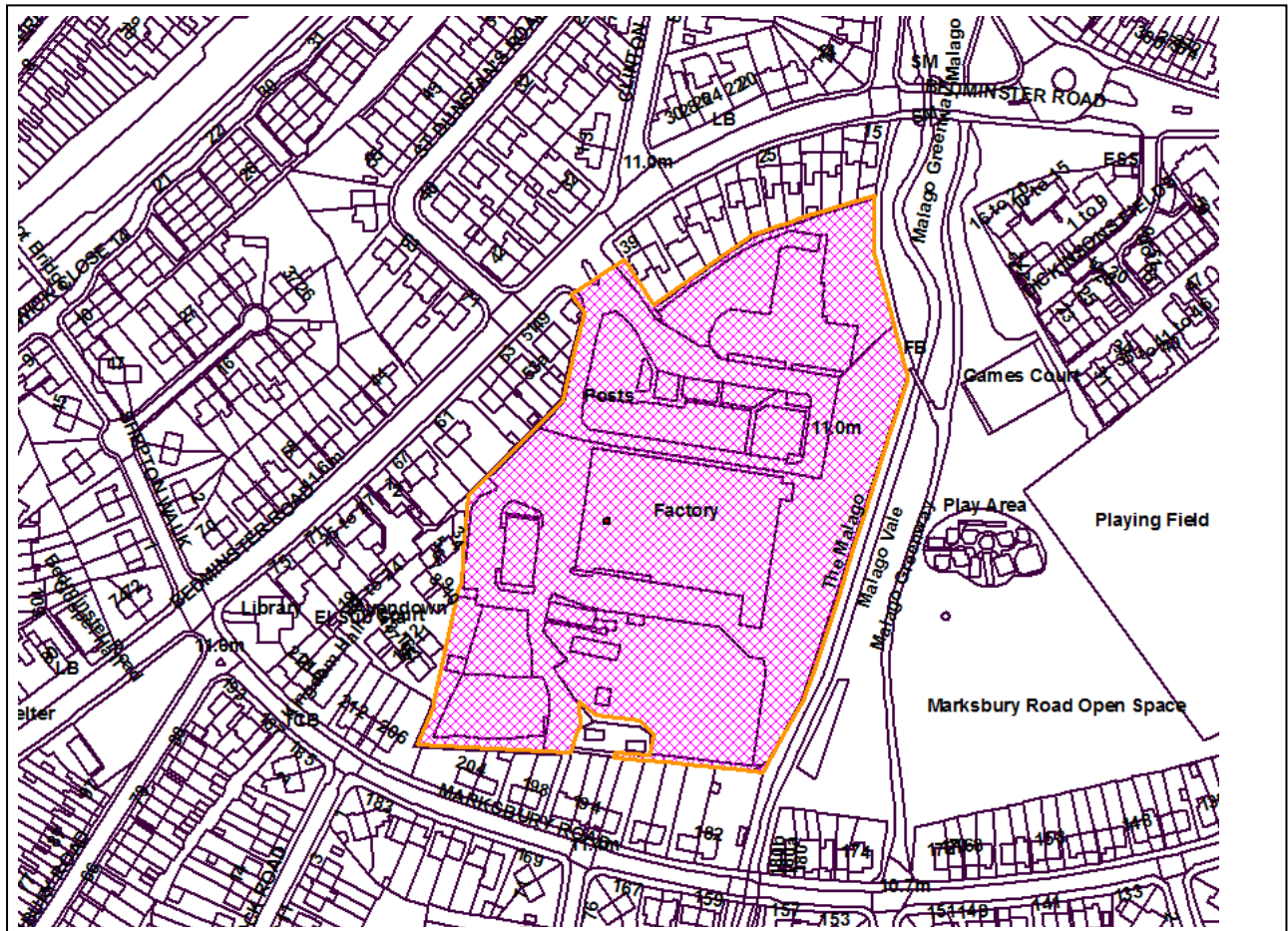
**Demolition of industrial buildings and erection of 110 dwellings with associated ancillary works.  
(Major Application)**

**RECOMMENDATION:** GRANT subject to Planning Agreement

**AGENT:** Grass Roots Planning Ltd  
86-88 Colston Street  
Bristol  
BS1 5BB  
**APPLICANT:** Redrow Homes, Wales & West  
Utilities And National Grid Tw...  
C/O Agent

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

**LOCATION PLAN:**



## SUMMARY

The application is being referred to Committee because it is a large scheme which proposes over a 100 new houses.

The site is allocated for housing and light industry and so the principle of its redevelopment has been established.

The main issues relate to design, highways, amenity, nature conservation and sustainability/climate change. Overall the proposed scheme is considered to be acceptable and is recommended for approval, subject to a planning agreement and a number of conditions.

## SITE DESCRIPTION

The 2.89 hectare site is located in the ward of Bedminster, in south Bristol. It is located to the southeast of Bedminster Road and is surrounded by residential properties on three sides, to the south, west and part of the site's northern boundary. The Malago River runs along the site's eastern boundary, with an area of open space beyond.

The site comprises the former National Grid and Wales and West gas holder station. The site comprises an area of flat, enclosed hard standing with an existing industrial building which has been used for a variety of purposes over the years, but most recently as a manufacturer of staging and scenery. The foundations of a rectangular building near the site entrance and the "T" shaped Malago House office building, on the northern part of the site, remain. The remains of the gas holder are also evident in the south east corner of the site.

The existing vehicular access is located in the north western corner of the site, providing access to Bedminster Road. There is a Public Right of Way which runs from Marksbury Road adjacent to the Malago River and terminates at the site boundary, although this has become overgrown and is no longer accessible. Part of the Malago Greenway Cycle path runs along the Malago River, immediately to the east of the site.

There is an existing gas governor located just outside, but adjacent to part of the southern site boundary.

The surrounding area predominantly comprises a mixture of mainly two storey terraced and semi-detached residential properties and some flat developments. There is a parade of small shops approximately 75m to the north of the site.

Bedminster Town Centre is located approximately 0.6km north of the site.

As detailed below, the site is an allocated site. An area of designated Important Open Space is located beyond the Malago River to the east. The site is located within Flood Zone 2.

## PROPOSAL

The proposed scheme has been amended following discussions with the Case Officer, City Design Group and Transport Development Management.

The application originally proposed the erection of 107 residential units. Following detailed discussions regarding the site layout, design and highways matters, an amended scheme was submitted responding to the comments raised. The scheme, as amended, proposes the erection of 110 residential units. Of these, 93 open market units are proposed and 17 (15.5%) affordable housing units, with the following mix proposed:

- Open market housing: 10 x 2 bed house, 49 x 3 bed houses, 16 x 3/4 bed houses, 12 x 1 bed apartments, 6 x 2 bed apartment.
- Affordable housing: 2 x 2 bed apartment, 11 x 2 bed houses and 4 x 3 bed houses

The affordable housing element proposes a tenure split of 77% social rented and 23% intermediate units.

The scheme amendments have resulted in an increase in the number of 1 and 2 bed apartments proposed.

The original scheme proposed a single entrance point with various cul-de-sacs leading from it. The internal road layout now proposes a loop road, providing a continuous route through the site. The road hierarchy has been amended to improve the legibility of the site and create more recognizable places and focal points.

Other amendments include a setback along the site's eastern boundary to create an improved and more significant buffer to the River Malago. A number of dwellings have been reoriented to overlook the River Malago and more continuous frontages have been created to provide a clearer definition between the public and private realms.

A number of house types are proposed with a mix of two, two and a half and three storey houses and apartment blocks.

Car parking is proposed within private garages, allocated spaces in front of garages and within parking "courtyards", which includes some communal/visitor car parking. Overall 222 parking spaces are proposed. Cycle parking for the houses is proposed within sheds located within rear gardens/private amenity areas and for the apartments, within communal bike stores.

As it will be necessary to divert existing gas pipes beneath the site, around the western and southern site boundary, there is a requirement to retain a 6m easement above the pipework. The type of construction and development above the gas pipes is restricted and 24 hour access is required. Where required, around the site perimeter a 1.8m close boarded fence is proposed. The same treatment will be used around individual plots and to delineate the 6m gas easement. Access to the gas easement will be maintained by way of a 1.2m close boarded fence and 1.2m high, 5 bar timber gate. On boundaries adjacent to the internal road, 1.8m high brick walls are proposed.

Areas of shared surfacing are proposed throughout the development, creating "courtyard" areas. At the southern end of the north-south primary route through the site, a shared surface is proposed which creates a nodal point and also acts as a traffic calming feature.

An existing gas governor site, located outside the site boundary, is retained adjoining part of the central southern boundary of the site. Whereas part of the internal road abutted this within the original scheme, the amendments have provided access to this via a small cul-de-sac, but visually it will now largely be hidden from the wider public realm and street scene.

A direct footpath link is proposed to link into the existing footway and bridge over the River Malago in the site's north eastern corner.

The scheme proposes the loss of 26 individual and 2 groups of trees. Whilst it was originally proposed to retain a number of trees along part of the eastern boundary, the applicant has advised that as it will be necessary to increase site levels by around 600mm to alleviate flood risk, the loss of these trees has become necessary. Replacement tree planting is proposed, comprising: 42 trees with a girth of more than 12cm and a height of over 3m, 3 trees of a multi stem species over 2.5m in height and 231 smaller trees with a height of over 1.25m.

## Public Consultation

A Statement of Community Involvement was submitted with the planning application. It sets out details of the engagement and consultation programme undertaken prior to the submission of the application.

It states that contact was made with the local ward members, the BS3 Neighbourhood Planning Group and Council Officers to make them aware of the proposals. The proposals were presented to the BS3 Planning Group on 19 November 2014 and 21 January 2015. A public consultation display was held on 27 November and it is estimated that around 50 people attended the exhibition. A comment was received from the Neighbourhood Planning Network stating that “*The community involvement in this case has been satisfactory*”.

## PLANNING HISTORY

The site has an extensive planning history, with a large number of historic applications for various works. There is no planning history of relevance to the comprehensive redevelopment of the site and there have been no planning applications submitted since 2000.

A Screening Opinion Request was submitted under the Town and Country Planning (Environmental Impact Assessment) Regulations 2011. The Council issued a Screening Opinion in October 2014 confirming that an Environmental Impact Assessment was not required.

## RESPONSE TO PUBLICITY AND CONSULTATION

Sixty nine neighbouring residents were consulted by individual letter, initially in May 2015 and then via re-consultation letters in August 2015 where a further 14 day period was given for comments. A site notice was also placed on the site.

Three objections were received, raising the following issues:

- Increasing the number of units has pushed development right up to the rear of houses on Bedminster Road (notably numbers 15 – 39), this impacts on ability for peaceful enjoyment of their possessions [dealt with in Key Issue D]
- Over development of the site [dealt with in Key Issue A]
- Overlooking, loss of privacy, overshadowing and right to light [dealt with in Key Issue D]
- Impact of car park area close to existing houses with associate noise and toxic fumes [dealt with in Key Issue D]
- Impact on tree roots, on site and on neighbouring land [deal with in Key Issue F]
- Plans are inaccurate as single storey extension not shown to neighbouring property [dealt with in Key Issue D]

Two comments were received:

- Would object to a public access created to the side of house (196 Marksbury Road) as land has been maintained for the past 30 years. [Access alongside of property not proposed – addressed in Key Issue C]
- Ecological appraisal missing [subsequently uploaded]

## OTHER COMMENTS

**City Design Group** has commented as follows:

CDG recognises the collaborative process of engagement undertaken by the design team to improve the project in certain areas. It is unfortunate that the process of engagement is not pursued to

satisfactory resolution of several outstanding issues. While a satisfactory framework for site layout has been achieved (barring the link to the south), a number of aspects remain unresolved. The assessment of the proposed scheme is presented below.

- Whilst the issue has been discussed at length, the design of the entrance areas still remains unresolved. It is very important to present a well-designed and welcoming entrance into the site. It is recommended to apply planning condition seeking detailed design of the entrance area which includes design of hard and soft landscaping the boundary walls.
- As mentioned above the overall framework for movement is satisfactory (barring the link to the South). However, the design of the public realm appears over engineered in terms of road widths, making the public realm a hard, uninviting urban residential environment with little variation or character. CDG considers the technical requirements applied for the design of the roads to be unsympathetic resulting in severe constraints on the site planning and the design of the public realm. More variety in road width, incorporating vehicle deflection and street tree planting has been overlooked, particularly on the eastern side of the site. This is a pity, given the proximity to adjacent parkland which could have been exploited to provide a softer character to the development.
- CDG notes the lack of any attempt to provide a southern link (preferably by provide a new bridge or at the least restore the existing public right of way) to surrounding areas, pedestrian or otherwise. This is a mistake and not in conformity with the benefits known to arise from increasing site permeability. This remains a fundamental inadequacy with the proposed scheme. CDG does not support the presented solution and recommends the route south to be delivered by the proposed scheme.
- CDG remains to be convinced about the justification to lose the central birch trees and trees in the NE corner of the site on the basis of FRA. The FRA suggested FFL of 10.84m while the group of Silver Birch is around 10.70 to 10.90 m level and the group of trees around N-E corner range from 10.1 to 11 m. Whilst floor levels to units need to be raised it is not clear why that this couldn't be accommodated to retain the trees, which are important site asset and was a significant consideration for designing this layout.
- A large number of proposed trees are located within private gardens. These cannot be protected, so any tree structure derived from them can be easily lost. Consequently it is not acceptable to count these trees as part of the tree replacement provision i.e. replacement standards require the trees to be within the oversight of adopted spaces or management company. This also provides another reason for street tree planting within build outs which helps create character of different streets and make it part of the adopted highway or management company.
- Architecture for the scheme could have been whole lot better. The house types does not exhibit the qualities contemporary architecture which was proposed by the project team during the engagement and it takes very little if any reference from the local character of the existing development. The design does not take account of the comments provided in the first feedback and reinforced in all the further engagements. The scheme can be described as a standard volume built housing model. Some example to highlight of the lack of considered approach are; houses being designed with dual pitched roofs while almost all the existing buildings in the area present hipped roof; the dormers appear out of proportion against the elevations; several elevations lack coherence and composure; Unit shown on drawing 15002.A.201&202 show a bin store with standard garage door plus the door swings of the plan and elevation don't match.
- All public and semi-public boundaries should have a masonry component for both aesthetic reasons and robustness. Also trellis mounted on low, say 1.2m high walls will be an appropriate boundary treatment along semi -private parking courts and easements. This however can be resolved via a planning condition and therefore it is recommended to apply a condition seeking location design and details of the boundary walls throughout the site prior to commencement.

Please ensure any boundary walls along existing site boundaries are covered by the condition as well.

Recommended conditions:

- It is recommended to lay planning conditions to cover the design of the area between the building and public realm as well as hard and soft landscaping with the public realm particularly in the site entrance, areas along the river front, green around Silver Birch trees and the shared space (square near unit 75) to be approved prior to commencement.
- It is recommended to lay notwithstanding condition covering the boundary fencing along existing houses as well as within the site to be confirmed in line with the comments made above prior to commencement.
- Sample panels of the materials for the buildings, boundary walls and public realm to be agreed prior to commencement.
- Notwithstanding the elevations 1:20 scale details of brick coursing, design of windows, doors and garage doors of the units facing onto the site entrance, areas along the river front, green around Silver Birch trees and the shared space (square near unit 75) to be approved prior to commencement.
- 1:5 details of window, door and garage door lintels, reveals and sills and colour specification.

**Nature Conservation Officer** commented as follows:

A summary of the comments received is provided here. The full comments can be viewed on the application file on the Council's website.

Landscaping of the site should predominantly employ native species of local provenance.

The proposed removal of the *Leylandii* and opening up of the western bank of the Malago is welcomed for its potential ecological benefits. Concern regarding grassland proposed on the bank, and a native wetland wildflower mix is recommended. Landscape design should also take account of need to discourage rubbish being dumped in the Malago River.

A caterpillar of the grey dagger moth, a priority species listed on Section 41 of the Natural Environment and Rural Communities Act (2006) was recorded on site during the ecological appraisal. Appropriate planting should be provided, which are recorded food plants of the Grey Dagger moth.

Cotoneaster and False Virginia creeper *Parthenocissus inserta* were also identified on site. A condition is attached to deal with the control of these plants.

Two trees were recorded which have some potential to support roosting bats. These are likely to be retained, but a condition should be attached to require further assessment if they are to be removed.

This proposal directly adjoins a Wildlife Network Site to the north and west (in line with policy DM19 in the Site Allocations and Development Management Policies adopted July 2014, these sites will become known as Wildlife Corridors), Marksbury Road Open Space.

A number of conditions recommended (see conditions schedule below for full wording), which, in summary, relate to:

- Site clearance in accordance with Ecological Appraisal
- Landscaping scheme including new boundary treatment

- Method statement for the control of Cotoneaster and False Virginia creeper *Parthenocissus inserta*
- Details for any proposed external lighting, including a lux level contour plan (in relation to impact upon bats)
- built in bird nesting and bat roosting opportunities
- vegetation clearance (impact on wild birds)
- a method statement for clearance works (with respect to the potential presence of slow-worms)
- a method statement for the protection of hedgehogs from killing or injury as a result of the development

**Air Quality Officer** has commented as follows:

A suitable assessment methodology has been used to assess the impacts of construction phase and operational phase impacts.

The assessment of construction dust impacts showed that without mitigation, the risk from certain elements of this phase was considered to be high. Appropriate mitigation measures, as shown in Table 23 of the Air Quality Assessment, should be incorporated into a Construction Environmental Management Plan. This plan should be submitted and approved before construction works commence.

The significance of predicted increases in annual NO<sub>2</sub> concentrations, during the operational phase of the development, have been described using criteria contained within the EPUK 2010 Development Control, Planning for Air Quality Guidance. Using this guidance, the impact has been described as negligible at all receptor locations assessed. Since the report was completed, a revised version of the EPUK document has been published with revised impact descriptors. Using the revised impact descriptors, it could be argued that the impact at Receptor 3 (residential St Johns Lane), where an increase in annual NO<sub>2</sub> concentrations of 0.35µg/m<sup>3</sup> (rounded up to 0.4µg/m<sup>3</sup>), could be described as moderate. It should be noted that a worst case scenario has been modelled in the assessment whereby vehicle emissions have been held at 2013 levels and don't reflect some likely improvements in the vehicle fleet. This has been done due to the recognition that official emissions factors used in dispersion modelling are likely to be overly optimistic in the short to medium term.

Air quality in the vicinity of the development is currently poor, with some of the highest measured concentrations of annual NO<sub>2</sub> being recorded in Bedminster Road/Bedminster Down Road area. Whilst the increase in pollutant concentrations can be described as negligible the development will still result in an increase in vehicle movements and vehicle emissions in the area. For this reason, it is important that the provision of electric vehicle charge points is conditioned for this development, as described in the Bristol Local Plan, Site Allocations and Development Management Policies, Appendix 2, Table C3. It is also important for the development to incorporate excellent walking and cycling links to the surrounding infrastructure to encourage the use of these modes of transport by residents of the development.

Should the proposed measures related to the CEMP and electric vehicle charge points be conditioned, I do not have any objections to the development on the ground of air quality impacts.

**Flood Risk Manager** has commented as follows:

NB: further comments are awaited following receipt of an amended Flood Risk Assessment and it will hopefully be possible to provide an update at the Committee Meeting.

The following comments should be addressed prior to approval of the application: The hydraulic controls proposed for the 1 in 30 and 1 in 100 rainfall events are acceptable. However, now that the National Planning Policy Framework has been updated to require the use of SuDS for all major developments, the 1 in 1 year event should also be controlled. This rate should be set as close as



reasonably practicable to the 1 in 1 year Greenfield runoff rate in accordance with the National Standards for SuDS (available at <https://www.gov.uk/government/publications/sustainable-drainage-systems-non-statutory-technical-standards>). The drainage strategy should be updated to assess this requirement.

The use of permeable paving in un-adopted highway is encouraged, and satisfies water quality requirements. However, it is unclear what treatment will be provided for runoff from the adopted highway. A number of bio-retention planters in accordance with the typical detail shown on p38 of the Bristol SuDS design guidance may be appropriate (available at <http://www.bristol.gov.uk/page/environment/flood-risk-drainage-and-development>). Note this should also help to address the previous comment. Alternative treatment options may also be appropriate.

The drainage strategy should be updated to assess water quality considerations in more detail. Following suitable assessment of the above, the standard condition for requirement of a detailed SuDS design should be imposed prior to approval of the application. We encourage engagement with the flood risk and asset management team at the earliest possible opportunity prior to commencement of the detailed drainage design.

**Transport Development Management** has commented as follows:

Please note that a brief summary of the full comments received is set out below (a full copy of the comments is appended to this Committee Report).

Transport Development Management considers that the proposal, situated within a sustainable location, which is supported by an existing network of walking and cycling links as well as public transport services, coupled with improvements to vehicular access and a comparable level of vehicular traffic give no reason for Transport Development Management to consider that the proposal would result in not providing a safe and suitable access arrangement for all people to be achieved nor would the impact of the development (traffic/transportation) be severe. As a result, Transport Development Management raises no objection to the proposed application subject to a number of conditions. The conditions requested have been included within the recommendation below.

**Archaeology Officer** has commented as follows:

I have considered the archaeological implications of this development in the light of the archaeological study supplied with this application. It is clear that the archaeological potential of the site is low. There is no evidence for any settlement on the site prior to the development of the site for a gasworks in the late 19th century. One building remains from this first phase. The remainder of the buildings are of the 20th century and reflect the gradual development of the site as a gasworks over time. The buildings are of some local interest and should be photographically recorded prior to their demolition. However, any further archaeological work will not be required. I would recommend that suitable conditions are attached to ensure that a record of the buildings is made.

**Public Art Officer** has commented as follows:

The planning submission 15/01988/F is for a development of scale that triggers Policy BCS21 of the Bristol City Council Core Strategy which states Major Developments should deliver high quality urban design and: - enable the delivery of permanent and temporary public art, promoting a multi-disciplinary approach to commissioning artists in the design process (page 124). The full planning application does not include a policy compliant public art plan and there is no reference to public art in the Design and Access Statement (D&AS). Due to scale the development would be conditioned with a public art condition at the point of planning, after which the applicant will be required to develop a public art plan for the development.



**The Environment Agency** has commented as follows:

No objections to the proposal subject to the inclusion of a number of conditions and an informative being attached to any grant of planning consent (see schedule of conditions)

## RELEVANT POLICIES

### **National Planning Policy Framework – March 2012**

#### **Core Strategy (Adopted June 2011)**

BCS1	South Bristol City Council
BCS5	Housing Provision
BCS9	Green Infrastructure
BCS10	Transport and Access Improvements
BCS11	Infrastructure and Developer Contributions
BCS13	Climate Change
BCS14	Sustainable Energy
BCS15	Sustainable Design and Construction
BCS16	Flood risk and Water Management
BCS17	Affordable Housing Provision
BCS18	Housing Type
BCS21	Quality Urban Design
BCS23	Pollution

#### **Site Allocations and Development Management Policies (Adopted July 2014)**

DM1	Presumption in favour of sustainable development
DM4	Wheelchair Accessible Housing
DM14	The health impacts of development
DM15	Green Infrastructure Provision
DM17	Development Involving Existing Green Infrastructure
DM19	Development and Nature Conservation
DM22	Development Adjacent to Waterways
DM23	Transport development management
DM25	Greenways
DM26	Local Character and Distinctiveness
DM27	Layout and Form
DM28	Public Realm
DM29	Design and New Buildings
DM32	Recycling and Refuse Provision in New Development
DM33	Pollution control, Air Quality and Water Quality
DM34	Contaminated Land
DM35	Noise Mitigation
SA1	Site Allocations

## KEY ISSUES

### A) IS THE PROPOSAL ACCEPTABLE IN PRINCIPLE?

The site is located within south Bristol and policy BCS1 of the Core Strategy identifies South Bristol as a priority focus for development and comprehensive regeneration. The site constitutes a previously developed, former industrial site, located within a predominantly residential, urban area. It is in relatively close proximity to Bedminster Town Centre and the City Centre. There are also a number of bus routes close to the site and a train station. The site is therefore in a sustainable location and its redevelopment to provide housing is supported.

The site is allocated within the Site Allocations and Development Management Policies for redevelopment for housing and light industry (BSA1002) and therefore the principle of its redevelopment has already been accepted.

#### Employment Floorspace

The site allocation includes light industry which is intended to reflect the regeneration aspirations of the Core Strategy and preserve local employment opportunities. Core Strategy policy BCS8 and SADM policy DM12 also support the retention of employment land, unless it can be demonstrated that there is no demand for employment uses.

The site has been vacant since early 2015, and according to the applicant, the previous occupants (Steel Monkey Engineering Ltd) had been looking for more suitable premises for some time and have now relocated to Brislington.

It is understood that the previous use was predominantly used as a storage facility with a very small number of people employed at the site. It is therefore considered, given the size of the site and amount of floorspace (approx. 4,489sq.m) that the current B8 use does not represent an efficient use of the land.

The Planning Statement, which accompanies the planning application, provides some background to the previous marketing of the premises as follows:

- Savills was instructed by the landowner to market some of the buildings for commercial use from 2010-2013, which was undertaken with no success and following on from this, in late 2013 a decision was made to dispose of the site.
- The vendor's agent, DTZ, marketed the site in January 2014 for a period of 8 weeks, advertising the development opportunity as a residential/mixed use development, consistent with its Site Allocation, which included an advert in the Estates Gazette and direct contact with over 400 agents and developers (including commercial, mixed use and residential developers).
- Feedback from commercial and mixed use developers at the time indicated that employment based uses would be inappropriate due to the proximity of residential dwellings and the local context.
- DTZ left the marketing boards in situ at the site entrance for over 12 months to the current day and there has been no interest or enquires from commercial or mixed use developers during this period.

As advocated within the Planning Statement, it is accepted that given the fact that the site is surrounded on three sides by residential properties, noise and traffic generated from movement patterns associated with Class B1/B2/B8 employment use may conflict with the amenity of neighbouring residential properties. The applicant contends that the context would mean that only a small range of class B1 occupiers would be likely to offer a compatible use, thus reducing its appeal, particularly as it would be directly competing with the City Centre and other more accessible areas of Bristol. It is contended that provision of an employment use may result in units which are difficult to let or remain vacant.

In employment terms, the Planning Statement advises that Redrow has indicated that around 100 jobs would be created through the construction process during the 2.5 to 3 year construction period and 48 indirect jobs could be supported in the supply chain.

For the reasons set out by the applicant, it is accepted that an employment use in this predominantly residential area may result in conflict with neighbouring properties. It is understood that various attempts have been made to market the site and from the information provided, it is clear that there has been no interest from commercial or mixed use developers. The loss of existing employment

space and the provision of a purely residential development, is therefore considered to be acceptable and accords with policies BCS8 and DM12.

#### Density

The provision of 110 houses complies with Core Strategy policy BCS1, which sets out a requirement to provide around 8,000 new homes in south Bristol, with development focussed on brownfield sites. Policy BCS20 seeks to maximise previously developed land and achieve densities of at least 50 dwellings per hectare.

The development achieves 38.2 dwellings per hectare. This is considered to represent an appropriate density which responds to the characteristics of the site, the site's location and the requirement to achieve a high quality and well-designed environment, in accordance with the policy requirement.

#### Mixed and Balanced Communities

Bristol Core Strategy BCS18 requests that new residential development should maintain, provide or contribute to a mix of housing tenures, types and sizes to help support the creation of mixed, balanced and inclusive communities.

The proposal comprises a mix of residential units including 21 x 2 bed houses, 53 x 3 bed houses, 16 x 3/4 bed houses, 12 x 1 bed apartments and 8 x 2 bed apartments. This offers an appropriate mix of units which should help to support the creation of mixed, balanced and inclusive communities. The larger family sized units, including the 3 and 3/4 bed units in particular, are considered suitable for families and larger households.

The range of unit types and sizes is considered to be appropriate and a relatively high number of larger 2 and 3 or 3/4 bed units are proposed which will be suitable for families. This mix is welcomed and will contribute to the mix of housing across the wider area in accordance with Core Strategy BCS18.

#### (B) IS THE PROPOSED DEVELOPMENT VIABLE, AND DOES IT PROVIDE AN APPROPRIATE LEVEL OF AFFORDABLE HOUSING?

The proposed development comprises 110 dwellings and therefore it is required to comply with Core Strategy Policy BCS17, which requires the provision of up to 30% affordable housing subject to scheme viability.

Government policy and guidance is very clear that scheme viability is a key consideration in determining the level of affordable housing that a development can provide, and that Council's should not require level of affordable housing that would render a development unviable. The government's Planning Practice Guidance states as follows:

*"Where affordable housing contributions are being sought, obligations should not prevent development from going forward. (Para 004 Reference ID: 23b-004-20140306)"*

In simple terms, a development is considered to be viable if the Residual Land Value (RLV) of the development is greater than the Site Value.

The RLV is calculated by ascertaining the value of the completed development, and subtracting from this all the costs involved in bringing the development forward (e.g. build costs, professional fees, legal costs, financing costs etc) and the developers profit.

Where a site has recently been sold, the Site Value is the price paid for the land, provided that the new owner has not paid an overly inflated price. Where the site has not been sold, the Site Value

would be the existing use value (what the site is worth in its current condition for its current use) plus a sufficient incentive for the land owner to bring the site forward.

The applicant has claimed that, to remain viable, the proposed development is only able to provide 17 affordable dwellings (15%), comprising two apartments and 15 houses, which they propose to provide as a mixture of Shared Ownership and Social Rented properties. A detailed viability appraisal and supporting commentary has been submitted in support of this claim.

Officers have commissioned Alder King to assess the viability information and advise the Council as to whether the applicant’s claim is reasonable. Having assessed the values and costs associated with the development, and undertaken its own appraisal, Alder King has advised that it considers that the viability position submitted by the applicant is reasonable.

The appraisal inputs can be summarised as follows:

Residential sales values	Reflective of current sales values in South Bristol
Base Build Costs	In line with current build costs for general estate housing as identified by the Build Cost Information Service (BCIS)
Fees	Reflective of industry norms
Finance costs	Reflective of current returns required by lenders
Abnormal build costs	These are substantial due to demolition costs, asbestos removal and site decontamination
Developers profit	Reflective of industry norms

The appraisal results in a RLV of approximately £2,300,000 equating to approximately £320,000 per acre, when 15% affordable housing is incorporated. Alder King advises that a Site Value of in the region of £550,000 per acre would be considered reasonable for a residential site in this area of South Bristol. However, in this instance the Site Value should be reduced to reflect the significant abnormal costs, and this results in the Site Value reducing to in the region of £300,000 per acre. Therefore, when incorporating 15% affordable housing, the RLV of the development is slightly higher than the Site Value, meaning that the proposed development could provide 15% affordable housing whilst remaining viable.

Consequently, officers consider that an affordable housing provision of 17 affordable dwellings (15%) is acceptable and that this should be secured by way of a Section 106 Agreement.

**(C) IS THE DESIGN AND LAYOUT ACCEPTABLE?**

Core Strategy policies BCS20 and BCS21 and SA&DM policies DM26 to 29 set out the relevant design policies. Specifically policy BCS21 requires new development to contribute positively to an area’s character and identify, promote accessible and permeable places and deliver safe, attractive and well managed environments which comprise high quality inclusive buildings and spaces that integrate with green infrastructure. Policy DM26 requires development to respond appropriately to local patterns of movement, and the scale, character and function of streets. Policy DM26 expects development to contribute towards local distinctiveness and policy DM27 requires the creation of quality urban design.

There have been detailed discussions with the applicant regarding the scheme layout. In response to the comments raised a number of amendments have been made. These include amending the street layout and road hierarchy to create a loop road through the site to improve the legibility of the site. Shared surfaced areas are proposed to allow dual use. Along the eastern boundary, adjacent to the River Malago, the proposed road has been set back to provide an increased buffer and green area. In this location, dwellings have been orientated to front onto and overlook the River Malago and the

open space beyond. There has been a high level of engagement with the Council and the scheme amendments have addressed many of the concerns raised during the consideration of the application.

Overall the general internal road layout is considered to be acceptable. Whilst it does appear to be overly engineered in places, it is noted that there is a conflict between achieving an acceptable layout which meets Highways requirements and which also achieves an acceptable standard of urban design. Effort has been made within scheme amendments to create variety within the road layout, with a continuous road looping around the site and the use of small shared surfaced areas and courtyard parking. These areas will contribute to achieving a more informal feel and will allow dual use of the space, creating areas where, for example, children to play out.

Concern has been raised by the City Design Group that the design of the entrance area remains unresolved. The site entrance is considered to be key to presenting a well-designed and welcoming entrance. A condition will be attached seeking detailed design of the entrance area, which will include the submission of detail of hard and soft landscaping as well as boundary walls.

The site layout is constrained somewhat as there are a number of existing utilities, including a medium and low pressure gas mains, present beneath the site and these need to be diverted along the site's southern and western boundaries (from the gas governor site to Bedminster Road). In response to this, a 6m gas maintenance easement corridor is required, which allows 24 hour access and with certain restrictions as to what construction is possible above the pipework. Following discussions, the plans have been amended to make better use of the easement area wherever possible, and it has, for example, been possible for some parking courts to be located in these areas. Where it is not possible to incorporate the easement within the scheme design, a 6m strip is retained at some points along the western and southern boundaries. Following detailed discussions, it is understood that this land will be maintained and managed by management company to ensure it is kept in a neat and tidy space and further detail of this is required through a condition. It is understood that efforts will be made to allow residents of the development access to the space, or it will be incorporated within the landscaping scheme, as for example, a wild flower meadow.

The City Design Group has raised concerns regarding the architecture of the proposed houses and apartments, and whilst a more bespoke architecture would undoubtedly have resulted in a superior scheme, the constraints of the site and its viability are acknowledged. There is a variety of housing types proposed, which will create interesting and varied street scenes. Overall, the design of the proposed houses is considered to be acceptable and the scheme is in keeping with the nature of the site and the surrounding area.

The boundary treatments will make an important contribution to the overall appearance of the proposed scheme. It is felt that all public and semi-private boundaries should have a masonry component, as this would achieve an improved visual appearance and robustness. For this reason, notwithstanding the detail provided at this stage, a condition will be attached requiring further detail of these elements.

It is not considered that the proposed landscaping scheme maximises the potential of the site. In particular, many of the trees proposed are located within private gardens and therefore these cannot be protected, and residents may, for example, prefer to remove them. For this reason, these trees cannot be counted within the tree replacement provision (i.e. replacement standards require the trees to be within the oversight of adopted spaces or Management Company). Additional tree planting will therefore be required through the landscaping plan. If possible street tree planting within build outs will help create character of different streets and this can be dealt with through the landscaping condition. Any additional trees planted on the highway, however, will need to be discussed with Transport DM to ensure that tree locations conform with road adoption requirements.

An additional pedestrian/cycle link was sought, providing a link from the southern corner, or along the western boundary. It is considered that such a link would improve permeability and provide a desire

line link to the public open space to the east, and link in with the existing cycle network, as the Malago Greenway cycle route runs along the Malago, immediately to the south of the site.

It is understood that the applicant explored the potential to open up an existing route that runs alongside number 196 Marksbury Road. Following discussions with the occupant of that property (regarding the potential to make internal alterations to the property to remove a window overlooking the pathway), it was clear that the occupant was not amenable to such works. A comment has subsequently been received which reiterates this. It was concluded that a publically accessible route would not be possible in this location due to potential overlooking and loss of privacy to the existing occupier.

The potential to provide a bridge over the River Malago or open up the existing public right of way in the south-western corner was also discussed. However, the applicant advised that the distance to the adjacent bank of The Malago and the substantial engineering and bank stabilisation works which would be required to make either of these options feasible would be prohibitively costly. Although the exact extent of work required and associated cost of the works have not been provided, the applicant has advised that the cost would be in the region of £150k and £70k respectively. The applicant has advised that such an additional cost would render the scheme unviable.

Although we have not been able to verify the cost of reinstating the existing footpath and whilst the situation is clearly regrettable, it is not considered that there is sufficient grounds to refuse the application for this reason.

Notwithstanding this, the scheme layout retains the option for these routes to be opened up in the future if circumstances change.

Although the development triggers the policy BCS21 requirement, which states that major developments should deliver high quality urban design and enable the delivery of permanent and temporary public art, the applicant has advised that there is no allowance to provide public art within the site and contends that the Viability Assessment submitted confirms this position. Whilst the provision of public art would be desirable, given the overall benefits of the scheme, the failure to provide public art is not considered a sufficient reason to refuse the application. A condition has therefore not been attached requiring submission of further details of this.

**(D) DOES THE PROPOSAL RAISE ANY RESIDENTIAL AMENITY ISSUES?**

Policy BCS21 of the Bristol Core Strategy seeks to ensure that the amenity of existing development is safeguarded and to create a high quality environment for future occupiers.

The closest residential properties are those at numbers 3-6 Avondown Court, a cul-de-sac located off Bedminster Road. A single storey “wing” of this building abuts the site’s boundary, however, there are no windows in the elevation facing the site, apart from three roof lights. Other buildings which form part of the Avondown Court development are positioned obliquely to the site. Proposed buildings are separated from the site boundary by parking areas or a green buffer, with buildings being around 10m from any existing dwellings. Given the oblique angle of the existing buildings and design and siting of the proposed dwellings and apartment blocks, there will be no directly facing habitable rooms and the relationship is considered to be acceptable and will not result in any adverse impact on the amenity of existing residents.

Concern has been raised by local residents regarding the proximity of proposed buildings in the northern part of the site, and particularly the impact on numbers 15 to 39 Bedminster Road. This element has been assessed in detail. The closest relationship appears to be between number 39 and plot 1, where there is a separation distance of at least 13m and number 19 Bedminster Road and plot 21, where there is a separation distance of around 17m. A comment was made regarding inaccuracies in the plans as single storey extensions to some of these properties are not shown on the plans. Whilst this is noted, from the site visit and a detailed review of aerial photographs, this does

not prejudice the consideration of the application. House type 1200, closest to 39 Bedminster Road would be two storeys in height (with rooms in the roof) and would not have any windows in the side elevation. House type 1350 H, closest to 19 Bedminster Road would be two storeys in height and would only have a small window over the landing facing towards that property. Given the design and layout of the proposed houses, it is not therefore considered that the proposed development will have an adverse impact on the amenity of existing residents, particularly in terms of loss of privacy or overlooking. Given the separation distances of the proposed houses it is not considered that they would result in significant levels of overshadowing or have an overbearing impact.

Representations received raised concern regarding the proximity of parking courts to existing residential properties. Given the relatively small numbers of parking spaces proposed within the areas, it is not considered that this would result in a noticeable change when compared to the existing situation. Any increase in noise and pollution would be negligible.

The proposed new houses have access to good sized private rear gardens. The units exceed the Council's space standards and achieve a good standard of living accommodation. The relationship between proposed dwellings and apartments is considered to be acceptable and would achieve a good level of amenity.

In summary, overall it is considered that the proposed development will not have an adverse impact on the amenity of the occupants of the existing residential properties that surround the site. Likewise, the proposed residential units will achieve a good quality of living accommodation for future occupants in accordance with policy BCS21.

**(E) DOES THE PROPOSAL RAISE ANY TRANSPORT AND MOVEMENT ISSUES?**

The proposed development is located in a relatively sustainable location. It is served by an existing network of adequate walking and cycling facilities. The site is also adequately served by public transport with bus stops close to the site (including St Dunstan's Road (SW/NE bound), The Malago (N/S bound) and Martock road/Marksbury Road (W/E bound)) and Parson Street Train Station which is approximately 600m from the site.

It was originally proposed to include a zebra crossing on an extensive raised table at the site entrance. However, as no additional traffic calming was proposed it was considered that the scheme did not provide sufficient forward vehicular visibility for west bound vehicles for this to safely be accommodated. Following discussions, the scheme has been amended to remove these elements and a standard access arrangement is now proposed with uncontrolled crossing facilities (by way of a dropped kerb) to facilitate crossing if pedestrians consider it safe to do so. There is an existing signalised crossing 150m north east of the site on Bedminster Road, which has sufficient links with the application site (Malago Quietway and Bedminster Road pavement). Further detail is included within Transport Development Management comments, which are appended to this report.

The applicant will be required to enter into a suitable legal agreement (i.e. a s278 agreement) with the Highway Authority to secure the construction of highway works required.

The scheme proposes 222 parking spaces, which includes allocated spaces and communal/visitor parking. Whilst this does exceed the maximum policy requirement set out in Appendix 2 of the SADMP, the policy does allow some scope for additional parking, stating that the standard should be applied flexibly to allow for the best layout of the site. Whilst it is noted that there is an overprovision of parking spaces, TDM considers the level to be acceptable and will prevent the potential for vehicles to park along Bedminster Road or in unallocated spaces within the site itself. It is considered that an appropriate level of car parking is proposed.

Cycle parking is provided by way of a cycle storage facility within the rear garden/amenity area of each house and within the communal parking areas for the flats. The level and design of cycle parking is acceptable.



Likewise, acceptable provision has been made for refuse and recycling storage. Swept path analysis has been submitted to demonstrate that the internal roads can accommodate a waste refuse vehicle. As mentioned above, an additional pedestrian/cycle link was sought, providing a link from the southern corner, or along the site's western boundary. Such a link would understandably improve permeability and provide a desire line link to the public open space to the east, linking in with the existing cycle network (the Malago Greenway cycle route which runs along the Malago). However, the applicant has investigated the potential to provide this and advised that the cost would be prohibitive and render the scheme unviable.

A number of conditions are attached relating to highways and highway safety. These include the requirement to submit a Travel Plan (to include soft and hard measures to promote sustainable travel and safeguards by which to measure the success of the plan), the submission of a construction management plan (to safeguard the existing adopted highway and its users during construction), a condition survey of the agreed construction traffic route to ensure that in the event of any damage caused, repair costs can be met by the applicant.

A contribution towards public transport is being sought. The figure being sought is just under £68,000 to provide upgraded north and south bound bus stops. There are viability issues, and so this figure is being discussed with the applicant. If agreement has not been reached in advance of the Committee meeting, it is requested that Planning Officers are given delegated powers to agree a figure regarding the level of contribution required.

On schemes of more than 100 houses there is a requirement to provide a car club parking space. However, in this instance, given the overprovision of parking proposed, it is not considered that a car club parking space is required.

Overall, subject to relevant conditions, the proposed development complies with SA&DM policy DM23.

**(F) DOES THE PROPOSAL RAISE ANY NATURE CONSERVATION OR TREE ISSUES?**

The site is not subject to any site specific nature conservation designations. Part of the Marksbury Road Open Space Wildlife Corridor Network (a non-statutory designation) runs along the site's eastern boundary, adjacent to the Malago River.

An Ecological Appraisal was submitted with the application which found that there is no reason to suggest that any ecological designations, habitats of nature conservation interest or any protected species will be adversely affected by the proposed development.

The proposed removal of the line of Leyland Cypress trees which run along the Malago River, will open up the western bank and will reduce shading. This is welcomed for its potential ecological benefits. The Council's Nature Conservation Officer has suggested that a native wetland wildflower mix would be preferable to grassland in this location. It is also particularly important that the landscape design takes account of the need to discourage rubbish being dumped into the Malago River. The Nature Conservation Officer suggests that a tall robust fence is provided, set back to the west of the wildflower meadow area, but this is something which could be considered and addressed at a later stage, with further detail submitted.

The Nature Conservation Officer has also suggested that landscaping should predominantly comprise native species of local provenance including berry and fruit-bearing tree, hedgerow and shrub species for birds and nectar-rich flowering plants for invertebrates.

A caterpillar of the grey dagger moth, a priority species listed on Section 41 of the Natural Environment and Rural Communities Act (2006) was recorded on site during the ecological appraisal survey report dated April 2015. Priority species are a material planning consideration. Accordingly, as recommended in the ecological appraisal dated April 2015, new tree and shrub planting should

include species which are recorded food plants of the Grey Dagger moth, such as Norway maple, Silver birch, Hazel, Hawthorn, Apple, Wild Cherry, Blackthorn, Oak, Rose, Willow, Lime and *Sorbus* species. A condition is attached requiring further detail of landscaping.

The ecological survey recorded two trees with some potential to support roosting bats and a condition is suggested which requires these to be assessed for their potential to support roosting bats by a qualified ecological consultant. Likewise, a condition is suggested relating to vegetation clearance to protect nesting birds. Conditions are also proposed to safeguard slow-worms (which are legally protected) on site and hedgehogs.

This proposal directly adjoins a Wildlife Corridor. Accordingly an advisory note has been attached stating that pollution and other ecological impacts including damaging works and the storage of materials on the Wildlife Network Site should be avoided during the development of the site.

The removal of 26 individual trees and 2 groups of trees is proposed. These are all category B and C trees. The Arboricultural Implications Assessment confirms that all clearance work should be times to avoid the main nesting season for birds (1 March – 31 August), but if any work is scheduled within this time, an ecologist should be present to advise on any protective measures required. A condition is proposed to this effect.

Tree replacement is proposed, which will go some way to mitigate the loss of trees. As noted above, the removal of the two groups of trees (Leyland Cypress) will open up The Malago and is likely to have ecological benefits.

**(G) DOES THE PROPOSAL RAISE ANY SUSTAINABLE DEVELOPMENT AND CLIMATE CHANGE ISSUES?**

Policies BCS13 to BCS15 of the Bristol Core Strategy set out the sustainability requirements. Policy BCS13 requires development to take into account the impact of climate change, mitigating its own and impact on climate change and adapting to the effects of climate change. Policy BCS14 sets out the requirement for proposals for renewable and low carbon sources of energy, including encouraging the use of CHP and district heating systems. Policy BCS15 relates to sustainable design and construction and encourages a sustainability statement to be submitted for new development.

A Sustainability Statement accompanies the application which confirms that the development is designed to reduce energy consumption through a good quality external envelope and efficient building survives along with renewable technologies. This includes well insulated buildings, energy efficient lighting and the use of daylight cut-off sensors, efficient boilers and all appliances fitted achieve an A or A+ under the EU “Energy Efficiency Labelling Scheme”, the use of water efficient fittings and flow restrictors.

Solar photovoltaic panels are proposed on all dwellings, as the scheme was originally proposed to meet the Level 4 of the Code for Sustainable Homes, which has subsequently been abolished. The Sustainability Statement confirms that the development will achieve a CO2 saving of 22.8%, which exceeds the Council’s requirement.

**Flood Risk**

The site is located within Flood Zone 2. A Flood Risk Assessment (FRA) was submitted with the application and following the scheme amendments, a revised drainage plan and Flood Risk Assessment was recently submitted. Comments from the Council’s Flood Risk Manager are awaited. A verbal update will be provided if further comments received.

The updated FRA advises that the proposed development “...will be safe from flooding and will not increase flooding elsewhere”. It states that surface water runoff will be discharged to the River Malago reflecting the existing drainage regime. To ensure that flood risk downstream will not be increased

run-off will be attenuated on site and flows for events up to the 30 year will be restricted to the full bore rate of the existing outfall pipes with a 30% reduction applied. Flows for the 100 year event will be restricted to existing brown-field rates with a 30% reduction applied. A 30% allowance for climate change has been included in the SuDS attenuation assessment to take in to account the predicted increase in rainfall intensity over the lifetime of the development.

Subject to confirmation that the drainage proposed is acceptable, the proposed development is considered to adequately respond to and provide for climate change, in accordance with the relevant Core Strategy and SADM policies.

**(I) IS THE PACKAGE OF PLANNING OBLIGATIONS ACCEPTABLE?**

Planning obligations assist in mitigating the impact of unacceptable development to make it acceptable in planning terms. Planning obligations may only constitute a reason for granting planning permission if they meet the tests that they are necessary to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind.

Obligations should only be sought where they are necessary to make the development acceptable in planning terms. Where they provide essential site specific items to mitigate the impact of the development, such as a necessary road improvement, there may only be limited opportunity to negotiate. The National Planning Practice Guidance states that where local planning authorities are requiring tariff style contributions to infrastructure, they should be flexible in their requirements and policy should be clear that such planning obligations will take into account specific site circumstances.

On individual schemes, applicants should submit evidence on scheme viability where obligations are under consideration.

**Affordable Housing**

As discussed above in further detail, 15% affordable housing will be secured through the s106 agreement, with the following mix of units:

- 2 x 2 bed apartment;
- 11 x 2 bed houses; and
- 4 x 3 bed houses

The tenure split as follows: 77% social rented and 23% intermediate units.

**Public Transport Contribution**

A transport is being sought towards the improvement of bus stops (north and south bound). It is requested that power is delegated to planning officers to conclude the negotiation regarding this.

**Maintenance of public open space**

The maintenance of the public open space will be secured through the s106 agreement, this will include all public areas and the gas easements.

**(H) IS THE DEVELOPMENT CIL LIABLE?**

The CIL liability for this development is £33,1412.05

### **Recommendation**

The application is recommended for approval, subject to a legal agreement and a number of conditions.

The level of contribution towards public transport improvements has not been agreed and it is requested that power is delegated to planning officers.

### **RECOMMENDED** GRANT subject to Planning Agreement and the following conditions

The completion, within a period of six months from the date of this committee, or any other time as may be reasonably agreed with the Service Director, Planning and Sustainable Development and at the applicant's expense, of a planning agreement made under the terms of Section 106 of the Town and Country Planning Act 1990 (as amended), entered into by the applicant, Bristol City Council and any other interested parties to cover the following matters:

- (A) Affordable Housing Units: 17 of the total residential units will be sought for affordable housing, with the mix as follows:  
  
Social Rent: 2 x 2 bed apartment, 8 x 2 bed houses and 3 x 3 bed houses  
Intermediate: 3 x 2 bed houses and 1 x 3 bed house
- (B) Public Transport Contribution: amount to be confirmed  
  
All monetary contributions to be index linked to the date of committee.
- (C) That the Head of Legal Services be authorised to conclude the Planning Agreement to cover matters in recommendation (A).
- (D) That on completion of the Section 106 Agreement, planning permission be granted, subject to the following conditions:

### **Time limit for commencement of development**

- 1. Full Planning Permission

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

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

### **Pre commencement condition(s)**

- 2. Site Specific Construction Environmental Management Plan

No development shall take place until a site specific Construction Environmental Management Plan has been submitted to and been approved in writing by the Council. The plan must demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting. The plan should include, but not be limited to:

- \* Procedures for maintaining good public relations including complaint management, public consultation and liaison
- \* Arrangements for liaison with the Council's Pollution Control Team

- \* All works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed with the Local Planning Authority, shall be carried out only between the following hours:  
08 00 Hours and 18 00 Hours on Mondays to Fridays and 08 00 and 13 00 Hours on Saturdays and; at no time on Sundays and Bank Holidays.
- \* Deliveries to and removal of plant, equipment, machinery and waste from the site must only take place within the permitted hours detailed above.
- \* Mitigation measures as defined in BS 5528: Parts 1 and 2 : 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works.
- \* Procedures for emergency deviation of the agreed working hours.
- \* Bristol City Council encourages all contractors to be 'Considerate Contractors' when working in the city by being aware of the needs of neighbours and the environment.
- \* Control measures for dust and other air-borne pollutants. This must also take into account the need to protect any local resident who may have a particular susceptibility to air-borne pollutants.
- \* Measures for controlling the use of site lighting whether required for safe working or for security purposes.

Reason: In the interests of the amenities of surrounding occupiers during the construction of the development.

### 3. Contaminated Land

No development approved by this planning permission, shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

- 1) A preliminary risk assessment which has identified:
  - all previous uses
  - potential contaminants associated with those uses
  - a conceptual model of the site indicating sources, pathways and receptors
  - potentially unacceptable risks arising from contamination at the site.
- 2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- 3) The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- 4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Reason: The site has had a potentially contaminative former use and elevated concentrations of chemicals of potential concern have been identified in the perched water within the Made Ground. The site has a relatively low sensitivity with respect to groundwater but is situated adjacent to the River Malago. The condition is required to protect controlled water receptors.

4. Protection of Retained Trees During Construction

No work of any kind shall take place on the site until the protective fences have been erected around the retained trees in the position and to the specification shown within the Tree Protection Plan (appendix D of the Arboricultural Implications Assessment, August 2015). The approved fences shall be in place before any equipment, machinery or materials are brought on to the site for the purposes of the development and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Within the fenced areas there shall be no scaffolding, no stockpiling of any materials or soil, no machinery or other equipment parked or operated, no traffic over the root system, no changes to the soil level, no excavation of trenches, no site huts, no fires lit, no dumping of toxic chemicals and no retained trees shall be used for winching purposes. If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the council.

Reason: To protect the retained trees from damage during construction, including all ground works and works that may be required by other conditions, and in recognition of the contribution which the retained tree(s) give(s) and will continue to give to the amenity of the area.

5. Site clearance and construction works

All site clearance and construction works shall be carried out in strict accordance with the recommendations in the submitted Ecological Appraisal Survey Report dated April 2015, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the protection and welfare of legally protected and priority species.

6. Condition Survey

A Condition Survey of the existing public highway will need to be carried out and agreed with the Highway Authority prior to any works commencing on site, and any damage to the highway occurring as a result of this development is to be remedied by the developer to the satisfaction of the Highway Authority once all works have been completed on site.

Reason: In the interests of safeguarding the existing road corridor.

7. Approval of road works necessary

No development shall take place until details of the access arrangements (carriageway realignment; bellmouth; tactile paving; uncontrolled crossing) have been carried out in accordance with a design and specification to be approved in writing by the Local Planning Authority and to be fully implemented in accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that all road works associated with the proposed development are planned and approved in good time to include any Highways Orders, and to a standard approved by the Local Planning Authority and are completed before occupation.

8. Construction traffic management plan

No development shall take place including any works of demolition until a construction traffic management plan or construction method statement has been submitted to and been approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the construction period. The statement shall provide for:

- Parking of vehicle of site operatives and visitors.
- Routes for construction traffic.
- Hours of operation.
- Method of prevention of mud being carried onto highway.
- Pedestrian and cyclist protection.
- Proposed temporary traffic restrictions.
- Arrangements for turning vehicles.

Reason: In the interests of safe operation of the highway in the lead into development both during the demolition and construction phase of the development.

9. External lighting

Prior to the commencement of development, details for any proposed external lighting shall be submitted and agreed in writing by the Local Planning Authority. This shall include a lux level contour plan, and should seek to ensure no light spill outside of the site boundaries, and especially the adjoining river Malago.

Reason: To conserve legally protected bats and other nocturnal wildlife.

ADVICE: According to paragraph 125 (page 29) of the National Planning Policy Framework (2012), 'By encouraging good design, planning policies and decisions should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.'

10. Nesting birds

No clearance of vegetation or structures suitable for nesting birds, shall take place between 1st March and 30th September inclusive in any year without the prior written approval of the local planning authority. The authority will require evidence provided by a suitably qualified ecologist that no breeding birds would be adversely affected before giving any approval under this condition.

Reason: To ensure that wild birds, building or using their nests are protected.

11. Slow worms

Prior to clearance of the site, a detailed method statement for clearance works with respect to the potential presence of slow-worms, to be prepared by a suitably qualified ecologist shall be submitted to and agreed in writing by the local planning authority. Works shall then proceed in accordance with the agreed method statement.

Reason: To ensure that if legally protected reptiles are present on the site that they are not harmed.

ADVICE: Please note that if slow-worms are found on site that features to promote their conservation such as hibernacula and the retention or provision of suitable vegetation, should be incorporated within the method statement. Please also note that slow-worms can only be translocated (moved) when they are active, which is usually between April and September inclusive.

12. Protection of hedgehogs

Prior to commencement of development, a method statement (Precautionary Method of Working) prepared by a suitably qualified ecologist shall be submitted to and approved in



writing by the Local Planning Authority for the protection of hedgehogs from killing or injury as a result of the development. The method statement shall include measures to mitigate impacts on hedgehogs such as the provision of hedgehog nesting boxes, 15 x 15 cm gaps in the base of garden fences and new hedgerow planting. The development shall be carried out in accordance with the statement or any amendment approved in writing by the Local Planning Authority.

Reason: To protect hedgehogs which are a priority species listed on Section 41 of the Natural Environment and Rural Communities Act (2006).

13. Flood Risk Assessment

The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) dated September 2014 by Phoenix Design and the following mitigation measures detailed within the FRA:

1. Finished floor levels are set no lower than 10.84m above Ordnance Datum (AOD).

Reason: To reduce the risk of flooding to the proposed development and future occupants

14. Cotoneaster and False Creeper Parthenocissus

Prior to occupation, a method statement for the control of Cotoneaster and False Virginia creeper Parthenocissus inserta shall be submitted and approved in writing by the Local Planning Authority. It shall then be carried out in accordance with the approved scheme.

Reason: To comply with section 14(2) of the Wildlife and Countryside Act (1981).

15. Bird boxes and bat roosting opportunities

Prior to commencement of above ground works, details shall be submitted providing the specification, orientation, height and location for built-in bird nesting and bat roosting opportunities. This shall include 22 built-in bird bricks or boxes to include at least 12 swift bricks and 10 built-in bat boxes. In addition 6 insect boxes shall be provided for their wildlife benefits.

Reason: To help conserve legally protected bats and birds which include priority species.

16. Piling

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: The Desk Study and Ground Investigation Report (prepared by Hydrock, August 2014) report concludes that there is no risk to the groundwater body in the Mercia Mudstone group from the perched groundwater in the Made Ground on account of the clay alluvium between the two. A piling risk assessment is required should piling or ground improvement methods be contemplated to ensure that the works do not create a contaminant pathway.

17. To secure the recording of the fabric of buildings of historic or architectural importance

The existing building shall not be demolished until a photographic record of that building has been undertaken, in accordance with a Written Scheme of Investigation which shall be submitted to and approved in writing by the local planning authority.

The scheme of investigation shall include:

1. The programme and methodology of recording the existing building;
2. Provision to be made for archive deposition of photographic record, which should be submitted to the Historic Environment Record (HER) and the archive then submitted to Bristol City Museum and a hard copy to Bristol Record Office
3. Nomination of a competent person or persons/organisation to undertake the photographic work.

Reason: To maintain a record of the existing building, which reflects the gradual development of the site as a gasworks overtime and is of local interest.

18. Further details

Notwithstanding what is shown on the approved plans, detailed drawings at the scale of the following elements of the units facing onto: the site entrance, areas along the river front, the green around the Silver Birch trees and the shared space (near unit 75), shall be submitted to and be approved in writing by the Local Planning Authority before the relevant part of work is begun:

- a) brick coursing (at a scale of 1:20)
- b) design of windows (at a scale of 1:20)
- c) doors and garage doors (at a scale of 1:20)
- d) details of window, door and garage door lintels, reveals and sills and colour specifications (at a scale of 1:5)

The detail thereby approved shall be carried out in accordance with that approval and retained as such thereafter.

Reason: In the interests of visual amenity and the character of the area.

19. Further details of boundary treatment before relevant element started

Notwithstanding what is shown on the approved plans, detailed drawings of the following shall be submitted to and be approved in writing by the Local Planning Authority before the relevant part of work is begun:

- a) boundary treatments

The detail thereby approved shall be carried out in accordance with that approval and retained as such thereafter.

Reason: In the interests of visual amenity and the character of the area.

20. Sample Panels before specified elements started

Sample panels of the materials for the buildings, boundary walls and public realm, demonstrating the colour, texture, face bond and pointing are to be erected on site and approved in writing by the Local Planning Authority before the relevant parts of the work are commenced. The development shall be completed in accordance with the approved details before the building is occupied and retained as such thereafter.

Reason: In order that the external appearance of the building is satisfactory.

**Pre occupation condition(s)**

21. Submission and Approval of Landscaping Scheme

Notwithstanding what is shown on the approved plans, no building or use hereby permitted shall be occupied or the use commenced until there has been submitted to and approved in writing by the Local Planning Authority a scheme of hard and soft landscaping, which shall include details of boundary treatments and indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection, in the course of development. The approved scheme shall be implemented so that planting is carried out no later than the first planting season following the occupation of the building(s) or the completion of the development whichever is the sooner. All planted materials shall be maintained for five years and any trees or plants removed, dying, being damaged or becoming diseased within that period shall be replaced in the next planting season with others of similar size and species to those originally required to be planted unless the council gives written consent to any variation.

Reason: To protect and enhance the character of the site and the area, and to ensure its appearance is satisfactory.

22. Watercourse/flood defence maintenance and improvements

There must be no new buildings, structures (including gates, walls, fences or other means of enclosure) or raised ground levels within:

1. 8m of the top of any bank of the watercourse(s) fronting or crossing the site; and
2. 8m of any flood defence structure on or adjoining the site.

Reason: To maintain an appropriate access to the watercourse/flood defence for maintenance and/or improvements.

23. Remediation Strategy (contamination)

No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason: To demonstrate that works set out in the approved remediation strategy have been completed effectively and hence protect controlled water receptors.

24. Unexpected contamination

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reason: Intrusive investigations have been conducted but as with all site investigations they prove only a small proportion of the proposed development's foot print. The site has had a

potentially contaminative former use so there is potential for unsuspected contamination to be encountered during the development. The condition is therefore required to prevent pollution of the identified controlled water receptors.

25. Implementation of hard landscape works - shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the landscaping proposals hereby approved have been carried out in accordance with the approved plans, unless a revised programme is agreed in writing with the Local Planning Authority.

Reason: To ensure that the appearance of the development is satisfactory.

26. Materials

Development shall be carried out in accordance with the materials specified on the approved plans; unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the external appearance of the building is satisfactory.

27. Vehicular visibility

There shall be no obstruction to visibility greater than 900millimetres above adjoining road level within the splay areas detailed on Drawing No. W141511\_A05 at the junction of the proposed estate road with Bedminster Road. Such visibility splays shall be fully provided before works commence on the development hereby permitted and shall thereafter be maintained at all times.

Reason: In the interests of highway safety.

28. Completion and Maintenance of Car/Vehicle Parking - Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the car/vehicle parking area shown on the approved plans has been completed, and thereafter, the area shall be kept free of obstruction and available for the parking of vehicles associated with the development

Reason: To ensure that there are adequate parking facilities to serve the development.

29. Completion and Maintenance of Cycle Provision - Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the cycle parking provision shown on the approved plans has been completed, and thereafter, be kept free of obstruction and available for the parking of cycles only.

Reason: To ensure the provision and availability of adequate cycle parking.

30. Implementation/Installation of Refuse Storage and Recycling Facilities - Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the refuse store, and area/facilities allocated for storing of recyclable materials, as shown on the approved plans have been completed in accordance with the approved plans. Thereafter, all refuse and recyclable materials associated with the development shall either be stored within this dedicated store/area, as shown on the approved plans, or internally within the building(s)

that form part of the application site. No refuse or recycling material shall be stored or placed for collection on the public highway or pavement, except on the day of collection.

Reason: To safeguard the amenity of the occupiers of adjoining premises, protect the general environment, and prevent obstruction to pedestrian movement, and to ensure that there are adequate facilities for the storage and recycling of recoverable materials.

31. Electric vehicle charging point

Prior to occupation of any unit, passive provision of an electric vehicle charging point should be included throughout the development.

Reason: to ensure that an electric vehicle charging point can be added in the future if required.

32. Scheme of management - open space and gas easement

No building hereby approved shall be occupied until a scheme for the maintenance of the open space and 6m gas easement strip has been submitted to and approved in writing by the local planning authority. The scheme shall include details of the following:

- a plan outlining the extent of open space and the gas easement strip to which the maintenance scheme relates
- detail of landscaping and surface treatment proposed
- scheme of maintenance and management of these area, including form, extent and frequency
- process for monitoring vegetation health and replanting
- process for dealing with complaints or issues arising
- process for communication with local residents, including how contact details will be made available and what will happen in the event of a change of management company.

Maintenance of the open space and 6m easement strip shall be carried out in accordance with the approved scheme, or any subsequently approved schemes, in perpetuity.

Reason: In the interests of ensuring the open space is well maintained and managed in order to safeguard the visual amenity and character of the area.

33. Travel Plans - Not submitted

No building or use hereby permitted shall be occupied or the use commenced until a Travel Plan comprising immediate, continuing and long-term measures to promote and encourage alternatives to single-occupancy car use has been prepared, submitted to and been approved in writing by the Local Planning Authority. The approved Travel Plan shall then be implemented, monitored and reviewed in accordance with the agreed travel Plan Targets to the satisfaction of the council.

Reason: In order to deliver sustainable transport objectives including a reduction in single occupancy car journeys and the increased use of public transport, walking & cycling.

34. External Street Lighting

No building or use hereby permitted shall be occupied or use commenced until a detailed external street lighting scheme is submitted to and been approved in writing by the Local Planning Authority. Street lighting shall be carried out strictly in accordance with the approved lighting scheme and retained as such thereafter.

Reason: In order to achieve a satisfactory street lighting layout

**Post occupation management**

35. Restriction of parking level on site

Parking within the development site is to be restricted to the areas allocated on the approved plans and shall not encroach onto areas allocated on the plans for other uses.

Reason: To control the level of parking on the site and to safeguard the uses of other areas.

36. Retention of garage/car parking space(s)

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and/or re-enacting that Order) the garage/car parking space(s) hereby permitted shall be retained as such and shall not be used for any purpose other than the garaging of private motor vehicles associated with the residential occupation of the property and ancillary domestic storage without the grant of further specific planning permission from the Local Planning Authority.

Reason: To retain garage/car space for parking purposes.

37. Protection of parking and servicing provision

The areas allocated for vehicle parking, loading and unloading, circulation and manoeuvring on the approved plans shall only be used for the said purpose and not for any other purposes.

Reason: To ensure the provision and availability of satisfactory off-street parking and servicing/loading/unloading facilities for the development.

38. No Further Windows

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and/or re-enacting that Order) no windows, other than those shown on the approved plans shall at any time be placed in the elevation of the building/extension hereby permitted without the grant of a separate planning permission from the Local Planning Authority.

Reason: To safeguard the amenities of the adjoining premises from overlooking and loss of privacy.

39. Retention of garage/car parking space(s)

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and/or re-enacting that Order) the garage/car parking space(s) hereby permitted shall be retained as such and shall not be used for any purpose other than the garaging of private motor vehicles associated with the residential occupation of the property and ancillary domestic storage without the grant of further specific planning permission from the Local Planning Authority.

Reason: To retain garage/car space for parking purposes.

40. No further extensions

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and/or re-enacting that Order) no extension or enlargement (including additions to roofs) shall be made to the dwellinghouse(s)

hereby permitted, or any detached building erected, without the express permission in writing of the council.

Reason: The further extension of this (these) dwelling(s) or erection of detached building requires detailed consideration to safeguard the amenities of the surrounding area.

41. No additional walls

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and/or re-enacting that Order) no fences, gates or walls shall be erected within the curtilage of the dwellinghouse(s) hereby permitted forward of any wall of the dwellinghouse(s) which fronts onto a road.

Reason: In the interests of visual amenity and the character of the area.

**List of approved plans**

42. List of approved plans and drawings

The development shall conform in all aspects with the plans and details shown in the application as listed below, unless variations are agreed by the Local Planning Authority in order to discharge other conditions attached to this decision.

DRAINAGE 01 Existing drainage survey, received 22 April 2015  
910/7883/1C Topographical survey, received 22 April 2015  
15002.M.201A 700 Type 1 (Brick) Plans and elevations, received 22 September 2015  
15002.M.202A 700 Type 1 (Render) plans and elevations, received 22 September 2015  
15002.J.201A Type 1050 Floor plans, received 22 September 2015  
15002.J.202A Type 1050 (Brick) elevations, received 22 September 2015  
15002.I.201A Type 1350 floor plans, received 22 September 2015  
15002.I.202A Type 1350 (Brick) elevations, received 22 September 2015  
15002.I.203A Type 1350 (Render) elevations, received 22 September 2015  
15002.H.201A Corsley Floorplans, received 22 September 2015  
15002.H.202A Corsley (Brick) elevations, received 22 September 2015  
15002.H.203A Corsley (Render) elevations, received 22 September 2015  
15002.G.201A Type 1200g (Brick) plans and elevations, received 22 September 2015  
15002.G.202A Type 1200g (Render) plans and elevations, received 22 September 2015  
15002.F.201A Type 1200 Floor plans, received 22 September 2015  
15002.F.202A Type 1200 (Brick) elevations, received 22 September 2015  
15002.F.203A Type 1200 (Render) Elevations, received 22 September 2015  
15002.E.201A 3B5P Type 2 Plans and elevations, received 22 September 2015  
15002.C.201 2B4P Type 1 Plans and elevations, received 22 September 2015  
15002.B.201A 2B4P Type 2 Plans and elevations, received 22 September 2015  
15002.AP.201B Apartment plots 94-103 Ground floor plans, received 22 September 2015  
15002.AP.202B Apartments plots 94-103 first floor plans, received 22 September 2015  
15002.AP.203A Apartments plots 94-103 second floor plan, received 22 September 2015  
15002.AP.204C Apartments plots 94-103 elevations sheet 1, received 22 September 2015  
15002.AP.205C Apartments plots 94-103 elevations sheet 2, received 22 September 2015  
15002.A.201 A 2B APT floor plans, received 22 September 2015  
15002.A.202 A 2B APT elevations, received 22 September 2015  
15002.301 Cycle store plans and elevations, received 22 April 2015  
15002.300 Garages 1 plans and elevations, received 22 September 2015  
Design and Access Statement, received 22 April 2015  
Air Quality Assessment, received 22 April 2015  
Soft Landscaping Specification, received 22 April 2015  
Flood Risk Assessment, received 22 April 2015



Transport Assessment, received 22 April 2015  
Desk Study and Ground Investigation, received 22 April 2015  
Framework Residential Transport Plan, received 22 April 2015  
Materials schedule, received 22 April 2015  
Planning Statement, received 22 April 2015  
Statement of Community Involvement, received 22 April 2015  
Sustainability Statement, received 22 April 2015  
Ecological Appraisal, received 22 April 2015  
15002.100 Location Plan, received 22 April 2015  
15002.302 Garages 2 Plans and Elevations, received 22 September 2015  
15002.303 Garages 3 Plans and elevations, received 22 September 2015  
15002.AP.206 Apartment blocks 30-39 Ground floor plans, received 22 September 2015  
15002.AP.207 Apartment blocks 30-39 first floor plans, received 22 September 2015  
15002.AP.208 Apartment blocks 30-39 second floor plans, received 22 September 2015  
15002.AP.209 Apartment blocks 30-39 Elevations, received 22 September 2015  
15002.AP.210 Apartment blocks 30-39 Elevations, received 22 September 2015  
15002.V.201 2B4P Type 3 Floorplans and elevations, received 22 September 2015  
15002.N.201A Type 700g (Brick) Elevations, received 22 September 2015  
15002.O.201 2B4P Type 4 (Brick) Elevations, received 22 September 2015  
15002.O.202 2B4P Type 4 (Render) Elevations, received 22 September 2015  
15002.Q.201 3B5P Type 1 Plans and Elevations, received 22 September 2015  
15002.R.201 Coach House Type 1 Plans, received 22 September 2015  
15002.R.202 Coach House Type 1 Elevations, received 22 September 2015  
15002.S.201 Coach House Type 2 Plans, received 22 September 2015  
15002.S.202.A Coach House Type 2 Elevations, received 22 September 2015  
15002.U.201 700 Type 3 (Brick) Elevations, received 22 September 2015  
15002.101 M Site Layout, received 21 August 2015  
15002.102 E Enclosures Plan, received 21 August 2015  
15002.104 E Materials Plan, received 21 August 2015  
15002.105 F Surface Materials Plan, received 21 August 2015  
15002.106 E Affordable Housing Plan, received 21 September 2015  
15002.107 E Storey Heights Plan, received 21 August 2015  
15002.108 A Management Plan, received 21 September 2015  
RED19781 11B SHEET 1 Landscape Proposals (Sheet 1 of 5), received 21 August 2015  
RED19781 11B SHEET 2 Landscape Proposals (Sheet 2 of 5), received 21 August 2015  
RED19781 11B SHEET 3 Landscape Proposals (Sheet 3 of 5), received 21 August 2015  
RED19781 11B SHEET 4 Landscape Proposals (Sheet 4 of 5), received 21 August 2015  
RED19781 11B SHEET 5 Landscape Proposals (Sheet 5 of 5), received 21 August 2015  
Transport Assessment Addendum, received 21 August 2015  
Arboricultural Impact Assessment Addendum, received 21 August 2015  
Design and Access Statement Addendum, received 9 September 2015

Reason: For the avoidance of doubt.

### **Advices**

- 1 Under the terms of the Water Resources Act 1991 and the Land Drainage Byelaws, the prior written consent of the Agency is required for any proposed works or structures in, under, over or within 8 metres of the top of the bank of the Malago, designated a 'main river'. The need for Flood Defence Consent is over and above the need for planning permission. an application form can be requested by emailing [bridgwater.fdcs@environment-agency.gov.uk](mailto:bridgwater.fdcs@environment-agency.gov.uk)
- 2 Pollution and other ecological impacts including damaging works and the storage of materials on the Wildlife Network Site should be avoided during the development of the site.

- 3 All species of bats and their roosts are legally protected. If bats are encountered all demolition or construction work should cease and the Bat Conservation Trust (Tel 0845 1300 228) should be consulted for advice.

**BACKGROUND PAPERS**

Harbour Master	21 May 2015
Avon Fire & Rescue Service	20 May 2015
Urban Design	22 May 2015
City Centre Projects (Public Art)	9 June 2015
Landscape	19 May 2015
Air Quality	30 June 2015
Archaeology Team	9 June 2015
Natural England	10 June 2015

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**To:** Catherine Tyrer, South and East Area Planning Team  
**From:** Lewis Keenan, Transport Development Management  
**Ext:** x23165  
**Date:** 30th September 2015  
**Address:** Malago House, Bedminster Road, Bristol, BS3 5NP  
**Application No:** 15/01988/F  
**Proposal:** Demolition of industrial buildings and erection of 110 dwellings with associated ancillary works  
**Response:** Final Response  
**Previous Response:** N/A  
**Recommendation:** Approval subject to conditions

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Apologies for the delay in responding to the above-mentioned planning application received on 26th May 2015 and, after carrying out several site visits have the following observations on the highway and transportation aspects of this proposal:-

### **Supporting Information**

Accompanying the planning application are numerous supporting documents that have been considered by Transport Development Management (Highway Authority) when providing a recommendation to the Planning Case Officer as a statutory consultee; these key documents/information are:

- Transport Assessment (April 2015) (TA) prepared by Vectos on behalf of Redrow Homes Limited; amended (August 2015) version received 24th August 2015.
- Bristol City Council (BCC) Planning Application Form.
- Drawing No. 15002.101 - 'Site Layout' (Redrow Homes) received in my department on the 10th August 2015.

### **Principle / History**

The application site is located approximately 3.2km from the city centre; however, is situated within an existing urban residential area and is in proximity to adequate services and facilities, such as, education, employment, health, retail and leisure. In addition, public transport services are frequent and as such this is considered to be a sustainable location. As a result, from a transportation view point Transport Development Management (TDM) raise no objection to the principle of development in this location.

It is noted that TDM has previously provided comments on the proposal at the pre-application stage for the development of 105 residential dwellings dated 6th August

2014. The current formal planning application seeks the erection of 110 dwellings (amended from 107), formation of access road and internal landscaping.

## Site Locality

The application site is located on a former industrial/business plot situated on the southern edge of Bedminster Road approximately 0.5km from adequate services, facilities, education, employment and existing public transportation links; as a result, the site is considered to be located within a sustainable location.

Bedminster Road also known as the B3122 is a 'Class 2/B Road' highway to which a 30mph speed limit applies past the site frontage. Bedminster Road is provided with pedestrian footway, street lighting and existing TPO (Tree Preservation Order) vegetation on either side of the carriageway.

Bedminster Road within the vicinity of the application site is not subject to any existing TRO's (Traffic Regulation Orders) and as a result on-street parking is available. Despite on-street parking being at a premium in this location sufficient carriageway width is available along the duration of Bedminster Road allowing large vehicles to pass one another.

Within proximity to the application site are numerous existing public bus stop transportation facilities; these have been detailed below.

Bus Stop	Distance from site (m)	Service No.	Destinations	Frequency
St Dunstan's Road (SW/NE-bound)	40m	511	<b>Hengrove</b> - Knowle - <b>Bedminster</b>	Hourly (Day)
The Malago (N/S-bound)	200m	90; 511	<b>Broadmead</b> - Centre - Bedminster - Filwood Park - Inns Court - <b>Hengrove Depot</b> <b>Hengrove</b> - Knowle - <b>Bedminster</b>	10min (Day) - 30min (Eve); Hourly (Day)
Martock Road/Marksbury Road (W/E-bound)	350m	511	<b>Hengrove</b> - Knowle - <b>Bedminster</b>	Hourly (Day)

Additionally, the development site is approximately 600m from the Parson Street Train Station; the Network Rail facility provides services/routes to Weston-Super-Mare, Bristol Parkway as well as Taunton providing the opportunity to a plethora of wider destinations such as London Paddington, Cardiff Central etc.

Having carried out an assessment of the pedestrian and cycling facilities in this location it is considered that the proposed development is served by an existing network of adequate walking and cycling facilities to accommodate the proposed intended use of the development site.

Having consulted Bristol City Council's corporate mapping application PinPoint Plus, it can be confirmed that four Personal Injury Accidents (PIA's) have occurred on the adopted highway within the direct vicinity of the application site within the last five year review period. However, on closer inspection of the recorded PIA's; they do not appear to represent a pattern and are isolated (driver error) incidents that would not raise significant highway safety concerns in connection with this development.

## **Access Arrangements / Visibility / Trip Generation**

Primary access to the adopted highway is to utilise the existing established vehicular access onto Bedminster Road, albeit it undergo alterations to accommodate a residential development opposed to an industrial/business site.

Initially, the scheme proposed a pedestrian crossing point (zebra) situated on an extensive raised table (traffic calming feature); no traffic calming facilities should be proposed in isolation; this scheme did not provide any additional traffic calming nor did the proposed crossing point provided sufficient forward vehicular visibility for west-bound vehicles. As a result, from discussions with the Transport Consultant on behalf of the applicant it has been considered that these elements of the proposal (highway works) have been removed and a standard access arrangement is implemented for highway safety reasons.

Drawing No. W141511\_A05 rev A details the provision of a T-junction with the major arm being Bedminster Road; this also includes an uncontrolled crossing facility (dropped kerbing); the aim of this provision opposed to the originally presented scheme is that forward visibility cannot be achieved for west-bound traffic nor is the existing capacity/width of the adopted highway suitable for the introduction of an island/refuge in this location.

Furthermore, an existing signalised crossing facility is situated 150m north east of the development site on Bedminster Road with sufficient existing links from the proposal (Malago Quietway and Bedminster Road pedestrian footway). As a result, a pedestrian desire-line can still be is still maintained with this proposal.

Additionally, Bedminster Road is to undergo minor realignment of the existing kerbing on both the northern and southern carriageway edges; this includes the realignment of Clinton Road (unclassified) bellmouth/junction to narrow the pedestrian crossing width.

With regards to AADT data; the proposal falls short of the requirement to provide a dedicated right-turn lane on capacity grounds; vehicular traffic patterns in this location are generally slow moving nor is there any existing PIA data in connection with the previous use of the site to suggest that there is an existing highway safety concern associated with right-turning traffic; it is likely that the proposal would result in a two car queue during the network peak (17:00–18:00); TDM does not consider the proposed access arrangement to be detrimental to highway safety or the existing network.

With regards to vehicular visibility from the proposed development access; it was considered that ATC (Automatic Traffic Count) data was requested to establish traffic speeds on Bedminster Road in proximity to the proposed vehicular access – this has been provided by the applicant as indicated within paragraph 2.36 of the submitted TA (full details have been provided within Appendix C of the TA).

The reason for requesting this information is to establish vehicular speeds for SW-bound traffic along Bedminster Road as it was not considered that a 'y' distance of 43m could be achieved due to the existing TPO trees on the southern carriageway edge obstructing visibility for vehicles emerging onto the major arm (Bedminster Road).

Nevertheless, the submitted ATC data details vehicular traffic speeds between 07:00–

19:00 in August are as follows:

	East-bound	West-bound
Average speed	25.9mph	21.8mph
85th %ile speed	29.8mph	26.6mph

TDM considered the above-mentioned 85th %ile speeds acceptable in this instance and is satisfied that the applicant has demonstrated that a sufficient 'y' distance can be achieved as traffic along Bedminster Road is travelling at or below the prescribed 30mph speed limit.

As a result, Drawing No. W141511\_A05 rev A details the proposed level of available vehicular visibility for vehicles emerging onto Bedminster Road. The proposed access point is located within an existing 30mph speed limit and whilst Bedminster Road forms part of the B3122 and its main function is accommodating the movement of motor traffic; however, Bedminster Road is lined with buildings and public spaces, and whilst movement is still a key function, there are several others, of which the place function is the most important; as a result, it is considered appropriate to apply design guidance from Manual for Streets (March 2007) in this location.

It has been demonstrated that a 2.4m 'x' distance is able to achieve a 'y' distance of 43m for east-bound traffic; this is commensurate with the maximum permitted speed limit in this location. Vehicular visibility co-ordinates for west-bound traffic has been indicated as 2.4m x 37m; this is due to the existing TPO tree obstructing visibility.

However, the aforementioned 85th %ile speed survey data details that west-bound traffic is 27mph (26.6) and a 'y' distance based on Table 7.1 'Derived SSDs for streets' within Manual for Streets would require a SSD between 33-39m. Drawing No. W141511\_A05 rev A details that 2.4m x 37m can be achieved.

As a result, TDM is satisfied that sufficient visibility can be achieved for vehicles emerging onto Bedminster Road; the proposed access arrangement is considered an improvement to vehicular visibility when compared to the existing access arrangement.

With this in mind; TRICS 7.2.2 (Trip Rate Information Computer Systems), a National Industry standard when considering forecasting vehicular traffic impact, details that 110 residential units would generate approximately 511 two-way vehicular movements per day resulting in 56 movements within the network peak (17:00-18:00).

It is specified within the TA that the existing use of the development site (2.89hectares) has the potential (B1, B2 and B8 uses) to generate a comparable level of vehicular traffic with a similar network peak comparison of 61 AM peak and 48 PM peak movements.

Based on this submitted information and negotiations with the applicant; the proposed access provides a significant improvement for vehicles emerging onto Bedminster Road as well as the loss of any slow moving HGV's (Heavy Goods Vehicles) traffic associated with the existing use of the development site and that the proposed intended use of the site is likely to be comparable when considering capacity/trip rates; TDM raise no objection to the proposed access arrangements subject to detail.

The applicant will be required to enter into a suitable legal agreement with the Highway Authority (Section 278 Agreement) to secure the construction of the highway works necessary as part of this development.

## Additional Accessibility

Drawing No. 15002.01 details that the proposed development site is provided with sufficient permeability for the needs of walking and cycling; a dedicated pedestrian and cycle route is to be provided to the east of the site to link to the Malago Greenway cycle and pedestrian route and pedestrian and cycle access will also be provided at the site access onto Bedminster Road.

The original Masterplan also indicated future pedestrian links into the site from the south via Marksbury Road although this cannot be provided within any certainty at this stage as it involves land not in control of by the applicant.

It should be noted that the Malago Greenway is to be upgrade to create a more direct and convenient route from Whitchurch Way to Victoria Park linking with the new Filwood Quietway consideration is currently being undertaken for improvements to the existing Malago and crossings facilities.

TDM is satisfied that the development is served by an existing network of adequate suitable walking and cycling linkages.

## Car Parking / RPZs / TROs / Car Clubs / Cycle Parking / Waste / Emergency vehicles

With regards to vehicular and cycle parking provisions the Appendix 2 of the Site Allocations and Development Management Policies: Local Plan (SA&DMP) (adopted July 2014) states the following requirements for a residential (C3) development:

<b>C3 - Residential (Dwelling houses)</b>		
<b>Vehicle Type</b>	<b>Standard</b>	
Cycles	<p>Proposals should demonstrate how sufficient and appropriate storage space will be provided to meet the following standard:</p> <ul style="list-style-type: none"> <li>• Studio or 1 bedroom dwellings: 1 space per dwelling</li> <li>• 2 or 3 bedroom dwellings: 2 spaces per dwelling</li> <li>• 4 or more bedroom dwellings: 3 spaces per dwelling</li> </ul>	<p>Visitors:</p> <p>From a threshold of 10 dwellings – one space per 10 units (minimum of two spaces)</p>
Disabled People	<p>From a threshold of 10 dwellings (where parking is communal) – 5% of the parking standard to be provided in addition – minimum of one space</p>	
Car Parking	<ul style="list-style-type: none"> <li>• One bed house/flat: one space per dwelling</li> <li>• Two bed house/flat: 1.25 spaces per dwelling</li> <li>• Three or more bed house/flat: an average of 1.5 spaces per dwelling</li> </ul> <p>In respect of individual or small-scale developments these standards will be applied flexibly to allow for the best layout of the site. On occasion this may result in the provision of driveway space which exceeds that specified in the guidelines.</p> <p>For schemes where ten or more car parking spaces are proposed, one electric vehicle charging point should be provided for every five spaces. For individual dwellings with a driveway or garage, passive provision of an electric vehicle charging point should be made so that a charging point can be added in the future. This could take the form of a 13 amp socket within a garage for example.</p>	

Below a breakdown on the unit levels and Bristol City Council SA&DMP maximum vehicular parking provision has been provided.

<b>Overall Site provision</b>			
House Type	No of Units	BCC Standard	BCC Maximum
4-bed	16	1.5	24
3-bed	53	1.5	79.5
2-bed	29	1.25	36.25
1-bed	12	1	12
Totals	110	-	<b>151.75 (152)</b>

- *Visitor parking - no requirement.*
- *Disabled parking - From a threshold of 10 dwellings (**where parking is communal**) - 5% of the parking standard to be provided in addition - minimum of one space.*

The maximum permitted level of vehicular parking for the proposed development is 152 vehicular parking spaces. However, paragraph 4.21 of the submitted TA states that 222 vehicular parking spaces are to be provided, which includes allocated and visitor/communal spaces. Technically, the proposal is contrary to Policy DM23 of the SA&DMP based on an over provision of parking.

However, Appendix 2: Parking Standards Schedule of the SA&DMP states that “...*In respect of individual or small-scale developments these standards will be applied flexibly to allow for the best layout of the site. On occasion this may result in the provision of driveway space which exceeds that specified in the guidelines...*” In this instance TDM considers that whilst the level of parking proposed represents an over provision in what is considered to be a sustainable location; (effectively two spaces per plot due to an additional driveway spaces) this provides for parking off of the proposed estate road and prevents the likelihood of vehicles parking along Bedminster Road to the detriment of highway safety. TDM is therefore satisfied that the development site is provided with the appropriate level of parking provision.

It should also be noted that for individual dwellings with a driveway or garage, passive provision of an electric vehicle charging point should be made so that a charging point can be added in the future (This could take the form of a 13 amp socket within a garage for example).

Cycle parking for the proposed residential units is considered acceptable; each property has rear access available; as a result sufficient area for the provision of a cycle storage within the properties rear garden/amenity area is sufficient; TDM is therefore satisfied that cycle parking provision is Policy compliant; Drawing No. 15002.301 details the communal cycle parking provision for the proposed flat areas; this is acceptable.

Amended information has been provided following discussions in connection with the proposed internal road layout; sufficient information in the form of swept path analysis has been provided demonstrating that 11.4m waste refuge vehicle can manoeuvre successfully within the proposals access roads.

## **Internal Road Layout**

The proposed vehicular and pedestrian access into the site will be via a newly designed access onto the B3122 Bedminster Rd in the vicinity of the existing access point. This new access will be subject to a Technical and Road Safety Audit and it is noted that there is also some off site works proposed, such works will be required within an



s106/s278 Agreement.

Previous comments were based on the Concept Proposals provided to me on the 16th June 2015. The comments below are based on the submitted Site Layout Drawing No: 15002.01 that was received on the 10th August 2015; this drawing is considered acceptable – Although amendments and its suitability for adoption purposes would still fall under Section 38 of the Highway Act 1980; significant dialogue has taken place at the application stage to direct the applicant on Bristol City Council's requirements for adoption.

The following comments are based on Drawing No: 15002.01; the proposed highway infrastructure consists primarily of a main access road that loops around the site with a number of short cul-de-sacs.

- **Visibility;** appropriate forward visibility splays (based on actual bend radii and 20mph) will be required throughout the inside of all carriageway bends and should be plotted on a drawing at a scale of 1:200. The visibility splays from all side roads onto any main through route within the estate should be 2.4m x 25m (based on 20mph). All driveways, private parking spaces and garages must have 2m x 2m pedestrian visibility measured from the back of the footway.

Whilst such visibility splays are non-adoptable they must be provided. There should be no obstruction to visibility within any visibility areas that exceeds a height greater than 600mm above adjoining carriageway level. The scheme as detailed appears to have areas where forward visibility around bends cannot be achieved; such areas should be reconsidered in view of the above comments. The scheme as now submitted appears to have a number of trees located where visibility is required, these should be removed. If they are not removed then any adoption process may be at risk.

- **Effective Straights;** any straight lengths of carriageway greater than 60m require the introduction of a speed reducing feature to keep speeds low throughout the estate. Where the roads proposed are shared surface then the straight lengths of carriageway should be no more than 40m before speed reducing features are required.
- **Turning Heads;** turning heads should be designed to accommodate refuse vehicles, therefore, a swept path drawing showing how a refuse vehicle with 4 axles and measuring 11.4m in length can manoeuvre through the site must be submitted. No tracking has been provided therefore it is unclear whether any of the turning heads or indeed the proposed bends are acceptable. Of particular concern is the turning head that serves plots 41–47 which does not seem to be large enough to accommodate a refuse vehicle of the required length. As this cul-de-sac has over 5 dwellings it will need to be built to an adoptable standard and the Advanced Payment Code will apply.
- **Carriageways, Footways and Margins;** Footway widths should be a minimum of 2.0m on both sides of the carriageway. One side of the loop has only a footway on the side where there are frontagers, this is acceptable.

The carriageway appears to be 5.5m with margins at the end of turning heads of 2.0m. In adoptable shared surface areas should have a minimum width of 5m service margins should be provided on both sides and be a minimum width of

1.0m if block paved. Any footway links to be adopted must be minimum of 2.0m, drained and lit.

- **Tactile Paving;** Tactile paved crossings should be laid out in accordance with DfTs "Guidance on the use of Tactile Paving Surfaces". Dropped kerbing should have an upstand of 0–6mm and gullies must be provided immediately upstream in drained channels.
- **Parking Provision;** Parking bays should be a minimum of 5.0m long however, when in front of a boundary wall 5.5m is required, or 6.0m when an 'up and over' garage door is proposed. Where 2 longitudinal parking spaces are used these will need to be a combined length of 10.5m. Visitor parking on street has not been considered although there does seem to be a number throughout the site that appear to be on private land.
- **Vertical alignment;** Road gradients should be no steeper than 1 in 14 but should have a minimum gradient of 1 in 100 (without channel blocks) or 1 in 180 (with channel blocks). Shared surface block paved areas should have a maximum gradient of 1 in 14 and a minimum gradient of 1 in 80. Footways should not be designed with longitudinal gradients steeper than 1:12 as anything steeper will provide difficulties for wheelchair users. Re- The gradient of the proposed access road should not, at any point be steeper than 1:20 for a distance of 10m from its junction with A30. A raised table is shown on the west side of the loop road in principle this is acceptable but will need to be considered in respect to drainage, etc.
- **Planting;** Planting within proposed adopted areas will be subject to a commuted sum. There should be no planting of trees in areas of visibility.
- **Lighting;** a street lighting scheme shall be required to be submitted and approved by BCC as part of the highway adoption process.
- **Drainage;** detailed drainage proposals will need to be agreed with the Highway Authority's Engineer to ensure adequate drainage is implemented within the estate.

It should not be assumed that any new highway drainage can connect into the existing highway drainage system as the existing system may not be suitable/have the capacity to carry the additional water. Where it is acceptable that a connection can be made, this must not be done without a signed and bonded legal agreement in place. The developer should establish at an early stage that a suitable outfall could be provided to discharge surface water run-off from the development (permission must be sought for the outfall).

Private drainage should not be located within the prospective public highway areas. Private surface water from driveways is to be intercepted by positive drainage systems. Gully pots or similar should be used where drives fall towards garages. Channels / drains etc must be connected into the private surface water system.

- **General;** if there are areas which the Developer would like to put forward for adoption this will need to be discussed at the technical detail stage and no presumption should be made that all areas would be adopted. If the Local

Planning Authority should grant approval, this does not mean that the estate layout is suitable for adoption in its current form. If there are areas that are to remain private we would require details of future maintenance arrangements.

A comprehensive planting schedule for all proposed planting within or adjacent to the highway should be submitted for checking and approval. Planting within adopted areas will require a commuted sum.

No doors, gates or low level windows / utility boxes / down pipes to obstruct footways / shared surfaces. The highway limits should be limited to that area of footway / carriageway clear of all private service boxes, inspection chambers, rainwater pipes, vent pipes, meter boxes (including wall mounted), steps etc.

The Developer will be held responsible for any damage caused to existing public Highways by construction traffic proceeding to or from the site. Construction traffic will be classed as 'extra-ordinary traffic' on existing public Highways. Photographs will be taken by the Developer representative in the presence of the BCC representative showing the condition of the existing public Highway adjacent to the site, and a schedule of defects agreed prior to works commencing on site.

The developer must keep the existing public Highways in the vicinity of the site (including drains/ditches) free from mud, debris and dust at all times. The developer shall ensure that vehicles leaving the site do not carry out and deposit mud and debris on the existing public Highway.

Existing public Highway gullies and drains shall be completely cleared of all detritus and foreign matter both at the beginning and end of the development works. If any extraneous matter from the development site enters an existing road drain or public sewer, the developer shall be responsible for its removal.

The existing public Highway must not be used as a site road or used to store construction materials/equipment. The developer shall be liable for the cost of reinstatement if any damage is caused to the Highway.

### **Public Transport Contribution**

A financial contribution of £68K should be sought from the developer for the upgrading of the following primary bus stops; The Malago (N/S-Bound) within the vicinity of the development to include raised kerbs, real time passenger information, and shelters where possible, in order to provide a more viable alternative mode of transport to the private car.

### **Car Club Scheme**

Car Clubs; it should be noted that The Bristol City Council Planning Obligations: Supplementary Planning Document (adopted 27th September 2012) states the developer should provide a Car Club service for large-scale residential development comprising in excess of 100 units. The justification for requiring obligations in respect of site-specific measures is set out in Policy BCS11 of the Council's Core Strategy.

The 'Car Club Scheme' requires the allocation of a car club parking space to be provided within the application land and a contract to be entered into by the developer and an approved car club provider, which shall be approved in writing to the Local Planning

Authority.

## **Travel Planning**

Given that the submission of the TA accords with paragraph 32. of the National Planning Policy Framework (March 2012) as “...*developments that generate significant amounts of movement should be supported by a Transport Statement...*” and in this instance; “...*the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure; safe and suitable access to the site can be achieved for all people...*” are a key requirements.

With this in mind, paragraph 36. of this document (NPPF) states the following; “...*All developments which generate significant amounts of movement should be required to provide a Travel Plan...*” and with reference to the paragraph 09 of the Planning Practice Guidance it is for the Local Authority to determine whether the submission of a Travel Plan (TP) should accompany any planning application on a case by case basis.

No TP has been submitted accompanying the planning application and it is noted that this was not raised by my colleague during the pre-application consultation; however, the advice given is offered on an informal basis having regard to the information that is at hand at the present time and is wholly without prejudice to the formal consideration given on any planning application submitted for planning permission on the site.

Therefore, TDM require the submission of a Travel Plan to be submitted as part of the proposal. A Travel Plan will be required to be submitted to and approved in writing by the Local Planning Authority. Such Travel Plan should include soft and hard measures to promote sustainable travel as well as targets and safeguards by which to measure the success of the plan. There should be a timetable for implementation of the measures and for the monitoring of travel habits. This requirement can be detail with by a suitably worded condition prior to occupation.

## **Construction Traffic Management Plan**

TDM requires the submission of a Construction Traffic Management Plan (CTMP) to detail the measures put in place to safeguard the existing adopted highway and its users during the construction phase of the development.

This scope includes the safe movement of vehicular and pedestrian traffic, the protection of workers and public from passing traffic, the provision for access to properties located within the limits of the assessed area, the design, construction, maintenance and removal of any necessary temporary roadways and detours, the provision of traffic management (signage), public transport routes, the installation of temporary signs, road markings, lighting and safety barriers etc.

It also covers maintenance of the existing road corridor, including the existing road and shoulder that may be used for the temporary diversion of traffic, over the duration of the construction phase.

## **Condition Survey**

The applicant should be aware that a Condition Survey will need to be carried out along an agreed construction route. The Condition Survey should be carried out to ensure that

any damage that occurs to the public highway can be directly attributed to construction vehicles associated with the construction of the sports facility. In the event of any damage to the public highway, repair costs would need to be met by the applicant.

## **Summary / Conditions**

Having assessed the information supporting the planning application for the proposal of 110 residential units on existing brownfield land; Transport Development Management considers that the proposal, situated within a sustainable location, which is supported by an existing network of walking and cycling links as well as public transport services; this coupled with improvements to vehicular access and a comparable level of vehicular traffic give no reason for Transport Development Management to consider that the proposal would result in not providing a safe and suitable access arrangement for all people to be achieved nor would the impact of the development (traffic/transportation) be severe. As a result, Transport Development Management raises no objection to the proposed application subject to the following conditions:-

### **1. B1 Approval of road works necessary**

No development shall take place until details of the access arrangements (carriageway realignment; bellmouth; tactile paving; uncontrolled crossing) have been carried out in accordance with a design and specification to be approved in writing by the Local Planning Authority and to be fully implemented in accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that all road works associated with the proposed development are planned and approved in good time to include any Highways Orders, and to a standard approved by the Local Planning Authority and are completed before occupation.

### **2. Vehicular visibility**

There shall be no obstruction to visibility greater than 900millimetres above adjoining road level within the splay areas detail on Drawing No. W141511\_A05 at the junction of the proposed estate road with Bedminster Road. Such visibility splays shall be fully provided before works commence on the development hereby permitted and shall thereafter be maintained at all times.

Reason: In the interests of highway safety.

### **3. B3 Construction traffic management plan**

No development shall take place including any works of demolition until a construction traffic management plan or construction method statement has been submitted to and been approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the construction period. The statement shall provide for:

- Parking of vehicle of site operatives and visitors.
- Routes for construction traffic.
- Hours of operation.

- Method of prevention of mud being carried onto highway.
- Pedestrian and cyclist protection.
- Proposed temporary traffic restrictions.
- Arrangements for turning vehicles.

Reason: In the interests of safe operation of the highway in the lead into development both during the demolition and construction phase of the development.

#### **4. C12 Completion and Maintenance of Car/Vehicle Parking**

No building hereby permitted shall be occupied until the car/vehicle parking area shown on the approved plans has been completed, and thereafter, the area shall be kept free of obstruction and available for the parking of vehicles associated with the development.

Reason: To ensure that there are adequate parking facilities to serve the development.

#### **5. C13 Completion and Maintenance of Cycle Provision**

No building hereby permitted shall be occupied until the cycle parking provision shown on the approved plans has been completed, and thereafter, be kept free of obstruction and available for the parking of cycles only.

Reason: To ensure the provision and availability of adequate cycle parking.

#### **6. C14 Travel Plans**

No building hereby permitted shall be occupied until a Travel Plan comprising immediate, continuing and long-term measures to promote and encourage alternatives to single-occupancy car use has been prepared, submitted to and been approved in writing by the Local Planning Authority. The approved Travel Plan shall then be implemented, monitored and reviewed in accordance with the agreed travel Plan Targets to the satisfaction of the council.

Reason: In order to deliver sustainable transport objectives including a reduction in single occupancy car journeys and the increased use of public transport, walking & cycling.

#### **7. Car Club Scheme**

Prior to occupation of the 20th residential unit a car club car shall be made available for use by all residents of the development for no charge for three years thereafter.

Reason: In order to deliver sustainable transport objectives including a reduction in single occupancy car journeys.

#### **8. Car Club Scheme Space**

Prior to the occupation of any building hereby approved, the detail and location of a car club parking space shall be submitted and approved by the local planning authority. The parking space shall then be installed and retained in accordance with the approved details and the space shall be reserved for exclusive use by a registered car club scheme.

Reason: In order to deliver sustainable transport objectives including a reduction in single occupancy car journeys.

## **9. D21 Retention of Garage/Car Parking Space(s)**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and/or re-enacting that Order) the garage/car parking space(s) hereby permitted shall be retained as such and shall not be used for any purpose other than the garaging of private motor vehicles associated with the residential occupation of the property and ancillary domestic storage without the grant of further specific planning permission from the Local Planning Authority.

Reason: To retain garage/car space for parking purposes.

## **10. Condition Survey**

A Condition Survey of the existing public highway will need to be carried out and agreed with the Highway Authority prior to any works commencing on site, and any damage to the highway occurring as a result of this development is to be remedied by the developer to the satisfaction of the Highway Authority once all works have been completed on site.

Reason: In the interests of safeguarding the existing road corridor.

### **NOTES/ADVICE:**

#### **I024) Works on the Public Highway**

The development hereby approved includes the carrying out of work on the public highway. You are advised that before undertaking work on the highway you must enter into a formal agreement with the Council which would specify the works and the terms and conditions under which they are to be carried out. You should contact City Development, Wilder House, Wilder Street, Bristol, BS2 8PH or telephone 0117 903 6846, allowing sufficient time for the preparation and signing of the Agreement. You will be required to pay fees to cover the Councils cost's in undertaking the following actions:

- i. Drafting the Agreement
- ii. A Monitoring Fee equivalent to 15% of the planning application fee
- iii. Approving the highway details
- iv. Inspecting the highway works

#### **I027) Highway to be adopted**

All or part of the highway to be constructed in accordance with planning approval

hereby granted is to be constructed to an adoptable standard and subsequently maintained at public expense. It is necessary for the developer to comply with the Highway Engineer's specification and terms for the phasing of the development, in accordance with section 38 (Adoption of highway by agreement) or section 219 (the Advance Payments code) of the Highways Act 1980. You must also contact the Engineering Design and Main Drainage Design section of City Transport to discuss the requirements for adopted roads or sewers and in due course submit a separate application in respect of these works. You are reminded of the need for early discussions with statutory undertakers to co-ordinate the laying of services under highways to be adopted by the Highway Authority. Telephone 0117 9222100.

### **I043) Impact on the highway network during construction**

The development hereby approved is likely to impact on the highway network during its construction. The applicant is required to contact Highway Network Management to discuss any temporary traffic management measures required, such as footway, Public Right of Way, or carriageway closures or temporary parking restrictions. Please call 0117 9031212 or email [traffic@bristol.gov.uk](mailto:traffic@bristol.gov.uk) a minimum of eight weeks prior to any activity on site to enable Temporary Traffic Regulation Orders to be prepared and a programme of Temporary Traffic Management measures to be agreed.

Yours Sincerely,

Lewis Keenan  
Transport Development Management  
Bristol City Council



**Accommodation Schedule**

Malago House, Bedminster - Site Layout



Number	House type	No. of beds	Size	SQFT
17	abode 1200	3	1109	18853
3	abode 1200g	3	1319	3957
10	Corsley	3	1059	10590
14	abode 1350	3	1389	19446
3	abode 1050	3	1050	3150
16	abode 4*	3/4	1260	20160
1	Coach House T1	2	705	705
3	Coach House T2	2	736	2208
3	abode 700 T1	2	698	2094
3	abode 700 T3	2	698	2094
2	abode 700g	3	805	1610
3	Apt 1Ba	1	514	1542
3	Apt 2Ba	2	670	2010
3	Apt 2Bb	2	667	2001
3	Apt 1Bb	1	480	1440
3	Apt 1Bc	1	484	1452
3	Apt 1Bd	1	519	1557
93	SUB TOTAL			94869

**Affordable**

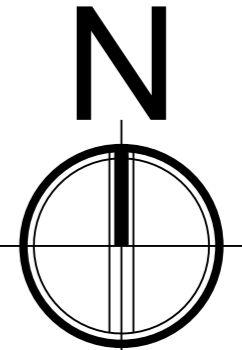
Number	House type	No. of beds	Size	SQFT
2	2B Apt	2	754	1508
3	2B4P Type 1	2	832	2496
2	2B4P Type 2	2	832	1664
1	2B4P Type 3	2	832	832
2	2B4P Type 4	2	995	1990
1	3B5P Type 1	3	979	979
2	3B5P Type 2	3	979	1958
<b>Intermediate</b>				
3	2B4P Type 1	2	832	2496
1	3B5P Type 1	3	979	979
17	SUB TOTAL			14902
110	TOTAL			109771

**KEY**

- SHOW HOMES
- AFFORDABLE - SOCIAL RENT
- AFFORDABLE - INTERMEDIATE HOUSING
- ★ AFFORDABLE - WHEELCHAIR USER

**KEY**

- 1.8m CLOSEBOARD FENCE
- 1.2m CLOSEBOARD FENCE
- 1.8m HIGH BRICK SCREEN WALL
- ENTRANCE FEATURE SCREEN WALL WITH PIERS
- 1.8m HIGH TIMBER GATE
- 1.2m HIGH 5 BAR TIMBER GATE
- PATIO AND PAVING
- INDICATIVE LANDSCAPING
- EXISTING TREES TO BE REMOVED
- SHEDS
- BS/CS BIN & CYCLE STORE



M	Additional sheds added.	RGC	21.08.15
L	Sheds for cycle storage added; highways amended & site entrance wall removed.	RGC	20.08.15
J	Surfacing materials amended	RGC	20.08.15
K	Plot 78 and highway arrangement amended.	RGC	20.08.15
I	Amended in line with client comments	DAM	27.07.15
H	Amended in line with client & engineers comments	DAM	23.07.15
G	Amended in line with client comments	RGC	13.07.15
F	Amended in line with client comments	AMLG	09.07.15
E	Permissible paving added to parking courts	RGC	07.04.15
D	Cycle store added & schedule updated	RGC	03.04.15
C	Amended in line with engineers comments	RGC	25.03.15
B	Gas main easement annotated	RGC	25.03.15
A	Schedule updated	RGC	24.03.15

Project: MALAGO HOUSE, BEDMINSTER

Client:



Drawing: SITE LAYOUT

Scale: 1/500@A1 Date: 22.03.15 Drawn by: RGC

Drawing No: 15002.101 Rev: M



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Dwg Status: PLANNING