

WARD: Hillfields **CONTACT OFFICER:** Ben Burke
SITE ADDRESS: Land Opposite Foundry Lane On South Side Of Deep Pit Road Bristol

APPLICATION NO: 15/03213/P Outline Planning
EXPIRY DATE: 17 September 2015

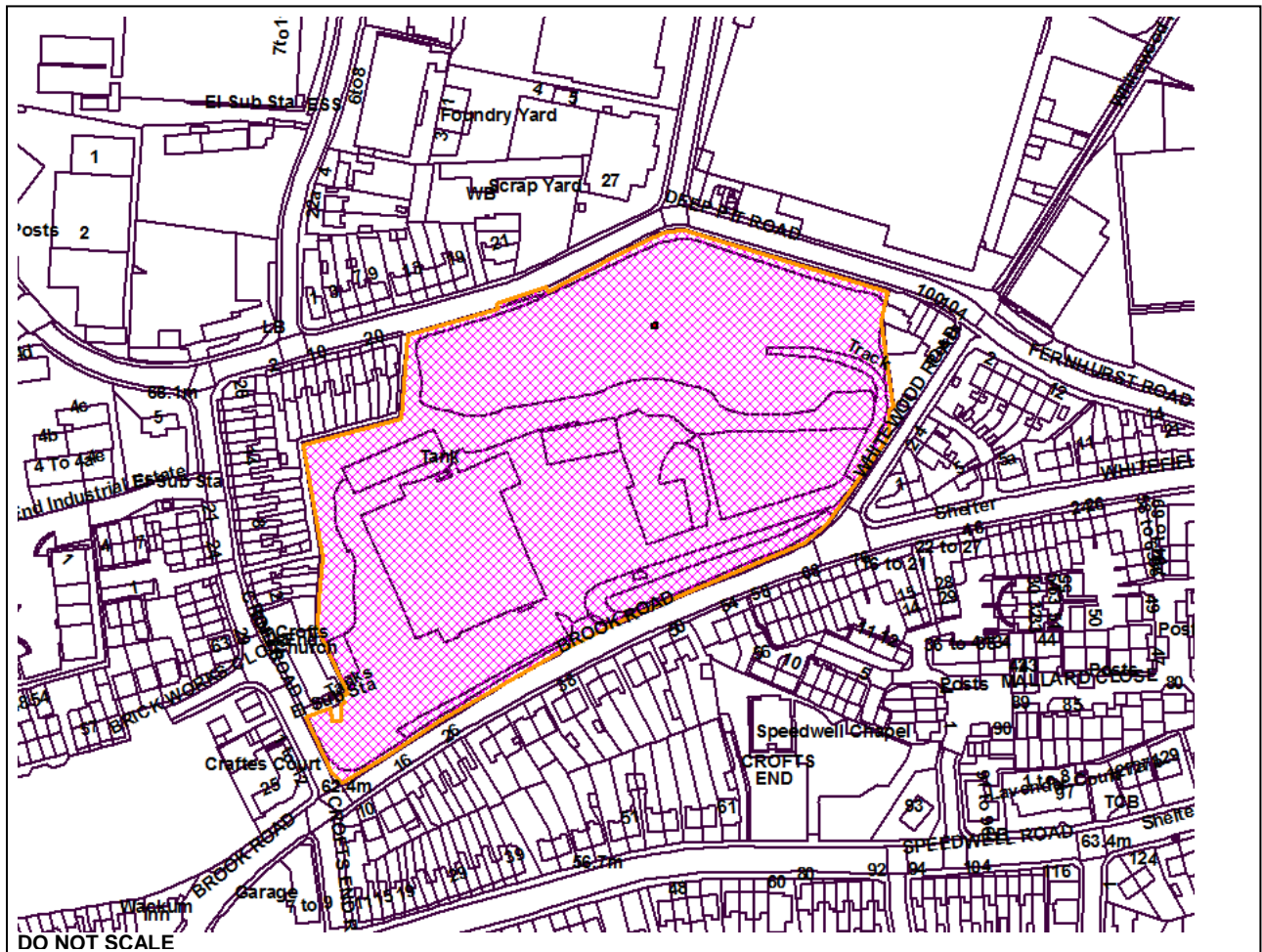
Outline planning application for proposed demolition of existing buildings and redevelopment, comprising up to 150 dwellings with associated access, landscaping and community infrastructure. (Major Application)

RECOMMENDATION: Grant subject to Condition(s)

AGENT: Savills (L&P) Plc
Embassy House
Queens Avenue
Bristol
BS8 1SB
APPLICANT: Brook Road Properties Ltd
C/o Agent

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

LOCATION PLAN:



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Bristol****SUMMARY**

The application is in outline form with solely access selected for consideration. The proposal is for the redevelopment of a vacant storage and distribution site for residential development. The site consists of 2 levels, a lower level fronting Deep Pit Road which incorporates the main part of the site with access from Brook Road. This contains industrial and warehousing buildings and an open yard. There is a steep embankment running east to west across the centre of the site separating the upper level, and an access ramp at the west of the site connecting the two levels. This part of the site is an open storage area that is largely vacant comprising scrubland.

The site has been vacant since 31st July 2014 and an extensive marketing exercise has been carried out over a period in excess of 12 months. The Marketing Report demonstrates that there is no demand for the employment use of the site. Given this, and the proximity of the site to residential properties, the loss of employment use is considered to be policy compliant and acceptable.

Two accesses are proposed from Brook Road and Deep Pit Road which due to the level differences will be independently accessed. These are suitable for the type and level of traffic that would be generated by the development and provide adequate visibility. The agent has provided an indicative layout in the form of a 'Parameter Plan'. This indicates a layout of mainly perimeter blocks; the retention of the central embankment as green space and the treed embankment adjacent to Crofts End Road; the provision of parking bays and street trees fronting Brook Road; and the inclusion of a dedicated car park for Crofts End Road to the rear of the building. The indicative layout is considered to represent high quality urban design which contributes positively to the area's character and identity.

The obligations consist of the following:

- Policy compliant 30% Affordable Housing provision;
- Monetary contribution for any trees not replaced on site in accordance with the Bristol Tree Replacement Standard;
- Contribution of £115,000 for the upgrading of three bus stops within the locality of the site;
- Provision of parking bays on Brook Road;
- Provision of crossing on Deep Pit Road; and
- Contribution of £4,500 for the installation and five year maintenance of fire hydrants within the site.

In conclusion, it has been demonstrated that the loss of the employment land is policy compliant and acceptable; and the Parameter Plan demonstrates that, in outline, an acceptable scheme of a suitable design standard can be provided for the site. The proposal is therefore recommended for approval subject to the completion of a Legal Agreement securing the above obligations.

SITE DESCRIPTION AND APPLICATION

The site is located about 4KM north east of the city centre and 2KM south west of the centre of Fishponds; and is situated within a mixed commercial and residential area within the Hillfields ward. It falls within a Primary Industrial and Warehousing Area (PIWA) as designated on the Policies Map of the Development Management Policies Document. The PIWA includes the site and land to the north between Deep Pit Road/ Furnhurst Road and playing fields located to the north. There are residential properties immediately adjoining the site on Crofts End Road part of Deep Pit Road. There are residential properties on the opposite side of the road to the south, east and west, and a mix of residential and commercial properties to the north.

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The site comprises two main parts on separate levels and has a main vehicular access on Brook Road. The main part is located within the southern portion of the site which contains the industrial and warehousing buildings and fronts onto Brook Road. This is partially elevated from the road by a raised bank of about 1m in height and rises gradually to the centre of the site. There is a relatively steep bank running east to west across the site separating the other higher part of the site which fronts onto Deep Pit Road. There is a level difference of about 3m, and access is currently provided between the two parts of the site by a narrow access ramp at the eastern boundary. There is a relatively steep embankment at the western boundary of the site with the rear access and properties of Crofts End Road.

The lower part of the site contains 3 main buildings. The primary building is of a warehouse type with a floor area of 3,294.34sqm. There are two smaller warehouses/stores to the rear and east of this building with floor areas of about 484sqm and 403sqm respectively. To the east of the main warehouse there is an open yard area of 0.57 hectares in size. The upper site fronting Deep Pit Road is mostly empty and comprises of scrubland. The bank between the two parts of the site consists of trees and vegetation. There is a belt of mature coniferous trees fronting Brook Road to the east of the existing access. Deep Pit Road is bounded by a deciduous hedge and there is scrub and small scale trees next to Whitewood Road. The embankment at the western boundary contains a number of mature trees and scrubland.

The proposal is an outline planning application for the proposed demolition of the existing buildings and redevelopment, with associated access and landscaping. The application has been submitted in outline form with all matters except access reserved for future consideration. The application description originally referred to 150 dwellings and included an illustrative master plan. This figure has been omitted from the description and the illustrative master plan has been replaced with an indicative Parameter Plan.

The indicative layout consists primarily of a grid of perimeter blocks with enclosed rear gardens / courtyards and a ribbon of development at the western side of the site. This would be separated from the properties of Crofts End Road by the embankment at the west of the site as well as larger gardens and /or courtyard parking adjacent to the embankment. The parameters plan indicates primary and secondary frontages and a focal point at the corner of Brook Road and Crofts End Road. The primary frontages mostly face on to the surrounding roads, the landscaped embankment and main routes running through the site. The application details that the embankment at the centre of the site is proposed to be retained as a green space to be used as a community asset. A dedicated car park is proposed for the church and community hall on Crofts End Road, accessed from this road. The coniferous trees on the Brook Road frontage are proposed to be removed and replaced with street parking bays interspaced by trees with a landscaped strip behind. The embankment of trees and scrubland adjacent to the rear of Crofts End Road and the deciduous hedgerow at the north and east of the site are proposed to be retained and managed.

The site has been the subject of an Environmental Impact Assessment (EIA) screening opinion, for which the Council has confirmed that the proposal would not have significant effects on the environment triggering the need for an EIA as part of the application.

RELEVANT HISTORY**Application Site**

12/03713/P Outline application for an employment development within Use Classes B1 (Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) with associated landscaping and infrastructure. All matters to be reserved except access. (Major application).

Date Closed 19 November 2012 PG

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Adjacent site:

11/01729/F Proposed erection of 80 residential dwellings and their associated roads, sewers, garaging, parking and landscaping. (Major application)

Date Closed 21 June 2013 PG

PRE APPLICATION COMMUNITY INVOLVEMENT

i) Process

The agent agreed the scope of the pre-application consultation with the Bristol Neighbourhood Planning Network (BNPN) in line with the Council's best practice guidelines and engaged with the Greater Fishponds Area residents Planning Group as advised. The following publicity was carried out:

- Public Notice placed in Bristol Evening Post on 9 January 2015 advertising the upcoming public exhibition;
- o Workshop with Crofts End Church on 20 January 2015 to discuss draft development proposals;
- o Public Exhibition on 23 and 24 January 2015;
- o Pre-application liaison with the Bristol Neighbourhood Planning Network (BNPN), and Specifically the Greater Fishponds Area residents Planning Group.

It is considered that the pre-application consultation was of a good standard and complied with the Council's Best Practice Guidelines.

ii) Fundamental Outcomes - CIS

The main outcomes will be summarised as follows:

- o Specific attention was given to the provision of a car park for the church and community hall on Crofts End Road, on the basis that this would help to mitigate for the parking impacts of the development.
- o In response to comments that the development would result in increased on-street parking on surrounding roads a strategy for an adequate provision of parking has been provided consistent with the maximum parking standards and the indicative Parameters Plan incorporates new on-street parking bays within the site on Brook Road.

RESPONSE TO PUBLICITY AND CONSULTATION

Press notice published and site notice displayed (15.07) and 178 neighbouring properties consulted - 3 objection comments received.

Object to the removal of trees opposite 58 Brook Road, for environmental reasons and because the tree provides privacy and screening for this property;

All properties should have allocated parking as there are heavy parking pressures within the locality;

Object if houses built next to 100 Deep Pit Road are close and high as they would overshadow and result in a loss of daylight to this property; and

We object to the removal of trees to the rear of 18 Deep Pit Road. The trees provide privacy which would be lost with the removal of the trees. Their removal could also result in the rear lane being opened up, making the property more vulnerable to theft.

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OTHER COMMENTS

Wales and West Utilities:

We have no objection to these proposals, however our apparatus may be at risk during construction works and should the planning application be approved then we require the promoter of these works to contact us directly to discuss our requirements in detail [an informative will be attached concerning this].

Avon Fire & Rescue (summary):

Avon Fire & Rescue have additional hydrant requirements for this development, consisting of 3 fire hydrants within the site. The costs will need to be borne by developers through developer contributions. The hydrants need to be installed at the same time as each phase of the development so they are immediately available should an incident occur and the Fire and Rescue Service are called.

Avon & Somerset Constabulary (summary):

We have no concerns regarding this development as it will ensure that the land is brought back into active use. The condition of this area will be significantly improved by introducing a residential use offering scope for enhancing the level of security in the area, including natural surveillance with increased footfall. However the trees within this space would reduce surveillance resulting in the potential for car theft, potentially attacks, and a place where youths may gather. In addition, there needs to be a maintenance program for trees to ensure adequate surveillance and to reduce the fear of crime [the car park has been moved behind Croft End Church and the indicative design does not include trees].

We wish to be involved in the full planning application as this will include the details of security measures. As there is sporadic crime related incidents around this development site, I recommend the developer gives consideration to applying for Secured by Design certification on the proposed development.

Environment Agency:

We consider that outline planning permission can be granted provided that conditions are attached to address contamination risks [these conditions are attached at the end of the report].

Transport Development Management (TDM):

The development of this quantity of residential accommodation raises issues regarding adoption of internal roads, parking and turning; however as the layout is not defined we have only considered the external layout and relationship to the surrounding streets at this stage, as well as broad consideration of permeability of the site.

The site is split level and this gives rise to difficulties in constructing roads and walkways. The indicative drawing shows steps with a bypass ramp for bicycles and this seems the best that can be achieved. Several pedestrian access points have been shown which give good access for pedestrians in all directions.

The internal roads should be wide enough for two-way traffic with traditional pavements, or a shared surface design with generous provision for all uses and a varied design so cars do not assume priority. We will expect roads serving more than 5 houses to be adopted, and there should be turning facilities for refuse trucks.

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We recommend that the path leading up to the northern apex of Deep Pit Road should be accessible to cyclists and exit at the corner or slightly to the right, so as to give visibility in both directions when crossing to Foundry Lane for the playing fields and cycle path. The developer should create a crossing point with tactile paving on both sides.

An analysis of the two main vehicular access points has been given in the Transport Assessment and these are suitable for the traffic that will be accessing the site, including refuse trucks. Visibility at the exits accords with Manual For Streets guidelines.

A new car park has been provided for the neighbouring church, and we do not have any objection to this.

The applicant has agreed to provide a sum to upgrade local bus stops. The contributions indicated by the Public Transport team are as follows:

Crofts End a £40,000
 Crofts End b £40,000
 Crofts End c £35,000

Coal Authority:

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

The Coal Authority records indicate that the site is likely to have been subject to unrecorded underground coal mining at shallow depth.

The applicant has obtained appropriate and up-to-date coal mining information for the proposed development site; including a Coal Authority Mining Report, information from Bristol Coal Mining Archives, BGS geological mapping, OS historical mapping and information from a Ground Conditions Desk Study Report (May 2015, prepared by Hydrock Consultants Limited), which also accompanies the planning application. This information has been used to inform the Coal Mining Risk Assessment Report (Undated, also prepared by Hydrock Consultants Limited), which accompanies the planning application.

Based on this review of existing mining information, the Report concludes that the site is not likely to be affected by legacy issues associated with coal mining. Consequently, no mitigation strategy is proposed.

The Coal Authority raises no objections to this planning application, but requests that an informative is attached in the interest of public safety.

Bristol Tree Forum:

We object to the loss of T1 and T33 as both these B grade trees could be retained with some minor changes. Policy BCS9 states that "existing trees must be incorporated wherever possible". Also, we see no mitigation calculation or replacement planting plan compliant with the Bristol Tree Replacement Standard (BTRS) to replace those that are to be felled.

Nature Conservation Officer:

The application is acceptable subject to a range of conditions to ensure that protected species and wildlife is protected and enhanced within the site [conditions incorporated at end of report].

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The removal of the Leyland Cypress trees G35 x3, G36 adjacent to Brook Road needs to be covered by the Bristol Tree Replacement Standard (BTRS) as do all the proposed tree removals on site. There is no mention of this in Arboricultural Impact Assessment (AIA). The developer needs to provide accurate measurements of all the trees on site and show a total number of replacement trees required under the BTRS. This needs to be done prior to approval and cannot be conditioned. It is likely that replacement trees on site will not make up sufficient mitigation for trees lost and a monetary contribution will be required.

The "Thorn hedge", G14 which extends along Deep Pit Road boundary should be retained except where the new road and pedestrian access is proposed. This is in line with BCS9, "Individual green assets should be retained wherever possible and integrated into new development". This hedge can be laid to a height of around 1 - 1.5m which will retain existing established trees in a way that will complement the development.

Concerns have been raised about the removal of T1 and T33. T1 has some value but it is set back from Crofts End Road and Brook Road. T33 has less value and is not currently visible from the road. Neither of these trees has sufficient value to warrant their retention [following revisions to the indicative layout T1 is now retained].

Land Contamination:

We have reviewed the desk study prepared by Hydrock which has looked into the historic sources of contamination on the site and potential issues. The applicants are strongly recommended to commence the further investigation as recommended in section 6.0 of the report as soon as possible, as any major contamination may impact the design of the proposed scheme. This would preferably be undertaken and submitted prior to the final planning decision. If this is not possible, we would recommend that conditions are applied concerning the following: Site characterisation, provision of a remediation scheme, implementation of approved remediation scheme and reporting of unexpected contamination.

Pollution Control:

The submitted acoustic report is acceptable. The report makes recommendations as to the required sound insulation values for windows and ventilation and I would therefore ask for a condition requiring the submission of full details of sound insulation measures. As there are likely to be considerable construction works as part of this development and there are existing residential properties in the vicinity we would also ask for a construction management plan. We recommend conditions concerning sound insulation measures and a Construction Management Plan.

City Design Group (Urban Design):

A number of changes has been made to the application. This includes changing the application description to remove the number of dwellings from it which makes it a matter to be determined at the reserved matters stage. In addition, a parameter plan has been produced which outlines the key aspects of design including access, movement, block pattern, green infrastructure, focal points etc. The amendments address the design issues. As such, there is no objection to the amended outline application and we will engage in detailed design discussions at the reserved matters stage.

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Contaminated Land Environmental Protection has commented as follows:-

We have reviewed the desk study prepared by Hydrock which has looked into the historic sources of contamination on the site and potential issues. The applicants are strongly recommended to commence the further investigation as recommended in section 6.0 of the report as soon as possible, as any major contamination may impact the design of the proposed scheme. This would preferably be undertaken and submitted prior to the final planning decision. If this is not possible, we would recommend that conditions are applied concerning the following: Site characterisation, provision of a remediation scheme, implementation of approved remediation scheme and reporting of unexpected contamination.

Air Quality has commented as follows:-

I have reviewed the air quality assessment. An appropriate assessment has been carried out and I am satisfied that impacts upon air quality due to the proposed development will be negligible.

The potential for demolition and construction activities need to be considered, managed and mitigated through the implementation of a Construction Environmental Management Plan.

The onsite parking provision should conform to the requirements in the Site Allocations Development Management Policies (adopted July 2014). This should include provision of electric vehicle charging infrastructure as outlined in Appendix 2.

RELEVANT POLICIES

National Planning Policy Framework – March 2012

Bristol Core Strategy (Adopted June 2011)

BCS5	Housing Provision
BCS8	Delivering a Thriving Economy
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
BCS20	Effective and Efficient Use of Land
BCS21	Quality Urban Design
BCS23	Pollution

Bristol Site Allocations and Development Management Policies (Adopted July 2014)

DM1	Presumption in favour of sustainable development
DM3	Affordable housing provision: smaller sites
DM13	Development proposals on principal industrial and warehousing areas
DM14	The health impacts of development
DM15	Green infrastructure provision
DM17	Development involving existing green infrastructure
DM19	Development and nature conservation
DM23	Transport development management
DM26	Local character and distinctiveness

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DM27	Layout and form
DM28	Public realm
DM29	Design of new buildings
DM32	Recycling and refuse provision in new development
DM33	Pollution control, air quality and water quality
DM34	Contaminated land
DM35	Noise mitigation

KEY ISSUES**(A) WOULD THE PROPOSAL BE ACCEPTABLE IN PRINCIPLE IN LAND USE TERMS?**

Policy BCS5 concerns housing provision and states: 'The Core Strategy aims to deliver new homes within the built up area to contribute towards accommodating a growing number of people and households in the city. Provision of new homes will be in accordance with the spatial strategy for Bristol set out in this Core Strategy and it is envisaged that 30,600 new homes will be provided in Bristol between 2006 and 2026'. Development of new homes will primarily be on previously developed sites across the city. Being a previously developed site the proposal is acceptable in principle subject to compliance with the full range of relevant Local Plan policies.

(B) WOULD THE LOSS OF EMPLOYMENT LAND BE ACCEPTABLE?

Policy BCS8 concerns the delivery of a thriving economy and states that: 'Principal Industrial and Warehousing Areas (PIWAs) will be identified and retained for industrial and warehousing uses. Policy DM13 refers to development proposals on PIWAs and states that:

'Development involving the loss of industrial and warehousing floorspace within the Principle Industrial and Warehousing Areas shown on the Policies Map will not be permitted unless the development is for a use referred to above (which in this instance is not the case), or.

i) It is demonstrated that there is no demand for:

- a) The use of the existing site / premises for industrial or warehousing; or
- b) The redevelopment of the site for new industrial or warehousing premises; and

ii) The proposal will not prejudice the function or viability of the rest of the Principle Industrial and Warehousing Area.'

Firstly, the acceptable uses are those associated with industrial and warehousing uses, and do not include the proposed residential use. The proposal therefore needs to be considered against the criteria of part i above. The supporting text details that:

'Regarding the first criterion, the Council will expect applicants to submit evidence that the site has been adequately marketed for industrial and warehousing uses. As well as the existing premises, this also includes marketing the site under the scenario of it being cleared and redeveloped for new industrial and warehousing premises. Marketing should be undertaken in accordance with the (Council's) guidelines.' Regarding the second criterion, it is important that proposals which would lead to a loss of industrial or warehousing floorspace do not compromise the functioning or viability of the wider PIWA.'

In response to this part of the policy, the agent has submitted a marketing report, the provisions and outcomes of which will be summarised as follows:

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The use of the lower plateau which is the main part of the site and includes the warehouse buildings has been vacant since 31st July 2014. The upper plateau which consists of open storage has been vacant for a considerable period of time. It is advised that the site has been marketed since January 2014 a period of over 16 months up to when the application was submitted (now 22 months), and has comprised the following:

Marketing Boards:

Two marketing boards were displayed on the Brook Road and Deep Pit Road frontages since February 2014 in prominent locations clearly visible from the street.

Marketing brochures:

Marketing for both premises has been in place since February 2014. This includes listings on Savills commercial property website, EGi website and Costar / Focus professional property websites. The brochures state the building's availability, quoting rent, specification and location.

Proactive email campaign to Bristol Industrial Agents:

The agent has e-mailed the marketing information to all industrial agents active in Bristol.

The agent's Marketing Report provides a full summary of the marketing responses. This details a significant number of enquiries, all of which resulted in no further action on the basis that the site and location were unsuitable for the needs of the businesses. In addition to the marketing the report outlines the following main reasons for the lack of interest in the site.

- o The decline over the past 25 years of the UK manufacturing industry. Since 2007 adverse economic conditions have had a further negative impact on the industrial property market.
- o The site is located within a predominantly residential area which has proven unfavourable with logistics companies, this is compounded by the building's distance from the M32, M4 and M5 motorways and high levels of congestion present in the immediate vicinity.
- o The building's overall specification does not meet modern requirements, as the building's internal minimum eaves height of 4.36m is less than the current requirements of modern logistics operators who typically seek a clear height of 6-12 metres in order to increase the storage capacity and volume of their facilities.
- o There has been a lack of interest in the Open Storage Area on Deep Pit Road as there are better industrial development sites available in Severnside, Yate, Avonmouth and Filton benefiting from good transport connections to the M4 and M5 motorways.

The above marketing fully meets the Council's Marketing Guidelines in respect of the methods and period of marketing, being in excess of 12 months. The only matter that has not been appraised is the price and whether it is commensurate with the market price for similar sites. However, none of the companies listed in the marketing report rejected the site due to the price, with the reason primarily being that the site and location were unsuitable.

Further to the above, it is agreed that the site is not highly accessible to the motorway network and that servicing and access is restricted by congestion within the vicinity of the site. With regards to the proximity of residential properties, the supporting text to the above policy details that: 'Many PIWAs are physically separated from more sensitive land uses, such as housing. Industrial and warehousing businesses often favour sites without neighbouring residential dwellings as this has less potential to restrict their round-the-clock operation through disturbance and noise.' As outlined, this part of the PIWA is immediately bounded by residential properties on Croft End Road and Deep Pit Road to the west and north east; and it is also bounded by residential properties on the opposite side of all the surrounds roads except for part of Deep Pit Road. The function, operation and viability of the site is therefore restricted by the close proximity of residential properties. On this basis and the marketing evidence, the applicant has demonstrated that there is no demand for the use of the existing site /premises for industry and warehousing; or the

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redevelopment of the site for such purposes in accordance with part 1 (a) of the above policy. With regards to the second criterion the majority of the PIWA is located between Deep Pit Road and playing fields to the north. This part of the site is somewhat divorced from this area being on the opposite side of this road and largely surrounded by residential properties. Given this, it is considered that the loss of this part of the PIWA would not prejudice the function or viability of the rest of the PIWA. The proposal is therefore compliant with policies BCS8 and DM13 and the loss of the employment land has been demonstrated to be acceptable.

(C) WOULD THE PROPOSAL PROVIDE AN ADEQUATE LEVEL OF AFFORDABLE HOUSING?

Policy BSC17 states that affordable housing will be required for residential developments of 15 dwellings or more, requiring a provision of 30% within the area of the application site. In addition, that developments should provide a mix of affordable housing units and contribute to the creation of mixed, balanced and inclusive communities. The supporting text details that the tenure and type / size profile of the affordable housing will be guided by the Strategic Housing Market Assessment and other local housing requirements. An indicative citywide tenure split of 77% social rented affordable housing and 23% intermediate affordable housing will be sought. The applicant has agreed to provide a policy compliant provision of affordable housing, to be secured by the associated legal agreement. The proposal therefore complies with this key issue.

(D) WOULD THE PROPOSAL DELIVER HIGH QUALITY URBAN DESIGN AND CONTRIBUTE POSITIVELY TO THE AREA'S CHARACTER AND IDENTITY?

Policy BCS21 states that new development in Bristol should deliver high quality urban design; and that development in Bristol will be expected to contribute positively to an area's character and identity, creating or reinforcing local distinctiveness. DM26 concerns 'Local Character and Distinctiveness requiring that the design of development proposals contributes towards local character and distinctiveness. DM27 is about 'Layout and Form' and specifies that: 'The layout, form, pattern and arrangement of streets, open spaces, development blocks, buildings and landscapes should contribute to the creation of quality urban design and healthy, safe and sustainable places. It should make efficient use of land, provide inclusive access and take account of local climatic conditions.' DM28 (Public Realm) requires development to create or contribute to a safe, attractive, high quality, inclusive and legible public realm that contributes positively to local character and identity and encourages appropriate levels of activity and social interaction.' DM29 (Design of New Buildings) states that: 'New buildings should be designed to a high standard of quality, responding appropriately to their importance and reflecting their function and role in relation to the public realm.'

The application originally referenced up to 150 dwellings within the description of development and included an illustrative master plan as well as indicative section drawings of the site. The City Design Group initially raised serious concerns and objected to the application on the basis that the density of the scheme nearing 60 dwellings per hectare (dph) and the inclusion of 10 apartment blocks was too intensive for the site. It was therefore considered that, with the level of parking and servicing required for the properties, the level of greenery and landscaping shown on the illustrative master plan would be likely to need significant rationalisation to achieve the intended number of properties, and that the resultant scheme would be significantly dense with limited soft landscaping. As a result of this the illustrative master plan and illustrative section drawings have been withdrawn and replaced with a more indicative Parameters Plan.

The agent has advised that the scheme has been influenced by the following key design criteria:

- o Provide new pedestrian and cycle routes through the site;
- o Enhance the embankment with steps and ramps;

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- o Avoid overshadowing of buildings;
- o Minimise parking on the carriageway of surrounding roads;
- o Retain and enhance hedgerows and trees;
- o Access points from Brook Road and Deep Pit Road.

The quality of the design will be reviewed as follows:

The primary incorporation of perimeter blocks provides a suitable urban design framework. The blocks would provide primary active frontages onto the roads either sides of the site, routes through the site and the central landscaped embankment. They also provide for private rear gardens and potentially some courtyard parking; and provide for an adequate separation distance between properties ensuring appropriate level of privacy and amenity. Being on an east to west axis the central embankment would have a minimal impact on sunlight for the development. As the blocks are set back from the embankment behind roads the upper blocks would not result in overshadowing of the blocks below the embankment.

The site is surrounded by a range of dwelling types and periods, including 2 and 3 storey terraced houses and blocks and 2-storey semi-detached properties opposite on Brook Road; terrace housing on Crofts End Road and both terraced and semi-detached houses on Whitewood Road. There are terraced houses and commercial properties opposite on Deep Pit Road. The proposed blocks are flexible enough to allow the detailed design to relate to the character of the area. On Brook Road two storey development is most likely to be appropriate, whereas higher development could be acceptable within the inner and northern part of the site opposite commercial development. However, the consideration of the detailed design will fall to the reserved matters stage.

The retention of the landscaped embankment at the centre of the site provides an area of public open space and a good level of landscaping for the development. This also applies to the retained green embankment at the west of the site, the retention and management of the hedgerow at the north and east of the site and the provision of new street trees on Brook Road. The proposed car park for the Church and Community Hall being located behind this building, would be largely screened from the street. The layout also shows that it would be mostly separated from the adjacent proposed residential properties safeguarding their amenity.

Separate vehicular access is provided for both parts of the site and further pedestrian and cycle routes are included adding to the sites permeability. In order to link the two parts of the site stepped and ramped routes are proposed across the central embankment. There is a pedestrian and cycle route at the centre of the site directly linking Brook Road and Deep Pit Road with Foundry lane via a new crossing point. This lane links directly to the Whitehall Playing Fields and cycle path network. The proposal therefore incorporates adequately permeability and in incorporating the central embankment will provide access to green space and benefit from views across the city to the south.

The parking strategy is intended to comply with the Council's maximum standards, providing a suitable level of parking provision. It is detailed that this would consist of on-plot, parking courtyards and designated on-street spaces close to properties. Such provision could be acceptable subject to an adequate level of landscaping and private amenity space being incorporated. As the quantum, layout and detailed design is not for consideration at this stage, this is a matter for the Reserved Matters application.

On the basis of the above, it has been demonstrated that the indicative layout could deliver high quality urban design, contributing positively to the areas character and identity, consistent with the above policies. The details of the design and quantum of development is a matter for the reserved matters stage.

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Policy DM3 of the Site Allocations and Development Management Policies (July 2014) concerns Transport Development Management, and states that development should not give rise to unacceptable traffic conditions; and will be expected to provide:

- Safe and adequate access for all sections of the community within the development and onto the highway network;
- Adequate access to public transport;
- For appropriate traffic improvements to overcome unsatisfactory transport conditions, created or exacerbated by the development;
- For pedestrians and cyclists.

In addition, it details that a Transport Assessment and/or Travel Plan is required where development is likely to have a significant traffic impact. With regards to Parking and Servicing, development proposals will be expected to:

- i. Provide an appropriate level of safe, secure, accessible and usable parking provision having regard to the parking standards, the parking management regime and the level of accessibility by walking, cycling and public transport; and
- ii. Provide appropriate servicing and loading facilities.

Furthermore, that proposals for parking, servicing and loading should make effective and efficient use of land and be integral to the design of the development.

The application is in outline form with the sole matter selected for consideration being access. The proposal has two access points to the north and south of the site from Deep Pit Road and Brook Road. Both accesses are splayed with pavements on both sides and adequate width for two way traffic. Transport Development Management has confirmed that they are suitable for the level of traffic that will be generated by the site, including refuse trucks and that the visibility at the accesses is adequate.

The site has a good network of pedestrian and cycle access points within and across the site. Access between both sides of the site across the embankment is intended to be achieved through the use of steps and ramps, which will ensure good permeability within and across the site. An access to the Whitehall playing fields and cycle path network is provided through a direct pedestrian/cycle route at the centre of the site connecting Brook Road with Foundry Lane via a new crossing point, to be secured through the associated legal agreement. TDM has advised that the path leading up to the northern apex of Deep Pit Road should be accessible to cyclists and exist at the corner or slightly to the right, so as to give visibility in both directions when crossing to Foundry Lane for the playing fields and footpath. The crossing will be secured as part of the obligations, which will require the submission of drawings. Given the proximity of the access to the corner and the indicative nature of the layout plan it is not considered that this detail needs to be provided or considered in detail at this stage.

The parking strategy is intended to comply with the following maximum parking standards:

- o 1 bed dwelling: 1 space per dwelling
- o 2 bed dwelling: 1.25 space per dwelling
- o 3 or more bed spaces: 1.5 spaces per dwelling
- o 1 visitor space for every 10 dwellings

The above provision would ensure that adequate parking was provided for the development, limiting the impact on surrounding streets. The provision of additional public parking bays on Brook Road and a dedicated car park for Crofts End Church will further mitigate for any parking

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Bristol**

impacts on surrounding streets. The details of the parking layout will fall to the reserved matters stage.

Policy BCS11 concerns infrastructure and developer contributions. This states that development and infrastructure contribution will be coordinated to ensure that growth in the city is supported by the provision of infrastructure, services and facilities needed to maintain and improve quality of life and respond to the needs of the local economy. Development will provide, or contribute towards the provision of measures to directly mitigate its impact, either geographically or functionally, which will be secured through the use of planning obligations. TDM has advised that the 3 bus stops within the vicinity of the development are of an inadequate standard. They provide the local community with access to the city centre, educational establishments, medical facilities, local shops and leisure facilities. The inadequacy of the bus stops would be exacerbated by the increased demand for travel resulting from the development. As such, the applicant has agreed to fund the upgrading of the stops to bring them up to current standards and mitigate for the impact of the development. This will be secured by means of the associated legal agreement.

In summary, the proposed vehicular accesses are adequate as is pedestrian / cycle movement within and across the site; and the developments impact on the three bus stops within the vicinity would be mitigated by the financial contribution for upgrading works, secured by the legal agreement. The proposal is therefore acceptable on transport grounds and complies with the above policies.

(F) WOULD THE IMPACT ON TREES BE ACCEPTABLE?

Policy BCS9 is about 'Green infrastructure'. This requires that the integrity and connectivity of the strategic green infrastructure network will be maintained, protected and enhanced; and that opportunities to extend the coverage and connectivity of the existing strategic green infrastructure network should be taken. In addition, that: 'Individual green assets should be retained wherever possible and integrated into new development. Loss of green infrastructure will only be acceptable where it is allowed for as part of an adopted Development Plan Document or is necessary, on balance, to achieve the policy aims of the Core Strategy. Appropriate mitigation of the lost green infrastructure assets will be required.' Policy DM17 concerns Green Infrastructure. This states that all new development should integrate important existing trees; and that where tree loss or damage is essential to allow for appropriate development, replacement trees of an appropriate species should be provided in accordance with the tree compensation standard.

The arboricultural team has advised that accurate diameter measurements of all the trees within the site need to be provided as well as details of replacement trees under the Bristol Tree Replacement Standard (BTRS). As this is an outline application with only access selected for consideration and an indicative layout provided, it would not be reasonable to require these details at this stage. Therefore, the legal agreement includes a clause requiring a financial contribution for trees that cannot be replaced on site in accordance with the BTRS.

The Bristol Tree Forum (BTF) has objected to the loss of T1 and T33 on the basis that they are B grade trees and could be retained with minor changes. A number of local resident objections have been received concerning the loss of trees on Brook Road and to the rear of Crofts End Road, for environmental reasons and on the basis that the trees provide privacy and screening. T1 is an Ash tree located to the rear of Crofts End Church. This was originally indicated for removal, but as a result of amendments the Parameters Plan now retains this tree. T33 is located next to an access road and stepped access across the embankment and would impede the appropriate development of the site; and the Arboricultural Team has advised that T33 is of insufficient amenity value to warrant protection. Its loss is therefore acceptable subject to mitigation. The trees fronting Brook Road are conifers and of low value; and their replacement with a row of deciduous street trees would be of greater amenity value. The belt of trees at the rear of

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properties on Crofts End Road are largely proposed to be retained, addressing this part of the objection concerns.

The indicative layout shows that the majority of valuable trees within the site can be retained and that replacement tree planting is intended, including new street trees on Brook Road. A financial contribution for replacement tree planting off-site will be secured for any lost trees not replaced within the site, which will be secured through the legal agreement. The proposal is therefore compliant with the above policies and acceptable on arboricultural grounds.

(G) WOULD THE PROPOSAL ADEQUATELY ADDRESS FLOODING AND DRAINAGE ISSUES?

BCS16 concerns 'Flood Risk and Water Management'. It states that development in Bristol will follow a sequential approach to flood risk management, giving priority to the development of sites with the lowest risk of flooding. All development will also be expected to incorporate water management measures to reduce surface water run-off and ensure that it does not increase flood risks elsewhere. This should include the use of sustainable drainage systems (SUDS).

The site is located within Flood Zone 1, an area of low flooding probability. As such, a sequential test is not required for the proposal. The Flood Risk Manager initially objected to the application on the basis that the scheme of surface water drainage required improvement. In response, an addendum was submitted which they have advised adequately addresses the issues and incorporates an appropriate level of sustainable drainage. The proposal, therefore, addresses the above issues and is compliant with the above policies.

(H) WOULD THE PROPOSAL ADDRESS NATURE CONSERVATION ISSUES?

Policy DM19 concerns 'Development and Nature Conservation' and states that: 'Where loss of nature conservation value would arise development will be expected to provide mitigation on-site and where this is not possible provide mitigation off-site. The Nature Conservation team has advised that adequate survey work has been carried out and the proposal is acceptable subject to a range of conditions to ensure that wildlife and protected species are protected and the wildlife value of the site is enhanced, - these conditions are included at the end of the report. The proposal is therefore compliant with the above policy and acceptable on nature conservation grounds.

(I) WOULD THE SCHEME ADEQUATELY ADDRESS ISSUES OF SUSTAINABLE ENERGY, DESIGN AND CONSTRUCTION?

Policies BCS13-15 of Core Strategy concern climate change and sustainable design, energy and construction. The policies require development to contribute to both mitigating and adapting to climate change, and to meeting targets to reduce carbon dioxide emissions. They require development in Bristol to include measures to reduce carbon dioxide emissions from energy use and to provide sufficient renewable energy generation to reduce carbon dioxide emissions from residual energy use in the building by at least 20%. Sustainable design and construction is required to be integral to new development.

The Sustainability statement details that a 20% renewable provision is likely to be able to be met through a 330sqm high output solar panel area, which is likely to be feasible on the basis of the indicative layout. The details provided on energy efficiency, sustainable design and construction are acceptable for this outline stage of the application. The proposal is therefore compliant with the above policies and acceptable on this key issue.

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Bristol****CONCLUSION**

The site has been vacant since 31st July 2014 and an extensive marketing exercise has been carried out over a period in excess of 12 months. The Marketing Report demonstrates that there is no demand for the employment use of the site. Given this, and the proximity of the site to residential properties, the loss of employment use is considered to be policy compliant and acceptable.

The new accesses from Brook Road and Deep Pit Road are suitable for the type and level of traffic that would be generated by the development and provide adequate visibility. The indicative layout in the form of a 'Parameter Plan' demonstrates that a high quality development can be achieved for the site which contributes positively to the area's character and identity. The impact of the proposal on the use of the bus network and three bus stops within the vicinity will be mitigated by a monetary obligation for the upgrading of these bus stops.

It has therefore been demonstrated that the loss of the employment land is policy compliant and acceptable; and the Parameter Plan demonstrates that, in outline, an acceptable scheme of a suitable design standard can be provided for the site. The proposal is therefore recommended for approval subject to the completion of a Legal Agreement securing the below Heads of Terms.

COMMUNITY INFRASTRUCTURE LEVY

How much Community Infrastructure Levy (CIL) will this development be required to pay?

This is an outline application. The CIL regulations require that CIL liabilities are calculated when reserved matters applications are submitted as until the reserved matters stage it is not necessarily clear as to the exact level of CIL liable floor space.

RECOMMENDED GRANT subject to Planning Agreement

That the applicant be advised that the Local Planning Authority is disposed to grant planning permission, subject to 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:

Affordable Housing:

Prior to first occupation of the development, hereby approved, a policy compliant 30% affordable housing provision, with an indicative tenure split of 77% social rented affordable housing and 23% intermediate affordable housing shall be provided.

Tree Replacement:

Prior to commencement of the development, hereby approve, a contribution shall be provided for any trees not replaced on site in accordance with the Bristol Tree Replacement Standard (DM17).

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Bristol**

Transport:

Prior to commencement of the development, hereby approved, a contribution of £115,000.00 shall be provided for the upgrading of Croft End bus stops a, b and c (3 bus stops), Speedwell Road.

Prior to first occupation of the development, hereby approved, parking bays shall be provided on Brook Road in accordance with drawings that have been submitted to and approved in writing by the Local Planning Authority.

Prior to first occupation of the development, hereby approved, a crossing from the site to Foundry Lane on Deep Pit Road shall be installed, consisting of dropped kerbs and tactile paving on both sides of the road. This shall accord with drawings that have been submitted to and approved in writing by the Local Planning Authority.

Prior to commencement of the development, hereby approved, a contribution of £4,500 shall be provided for the installation and five years maintenance of 3 fire hydrants within the site prior.

A fee of £10332.00 to cover the proper and reasonable costs incurred by the council in connection with the monitoring of the obligations contained in the agreement. All monetary contributions to be index linked to the date of committee.

- (B) That the Head of Legal Services be authorised to conclude the Planning Agreement to cover matters in recommendation (A).
- (C) That on completion of the Section 106 Agreement, planning permission be granted, subject to the following conditions:

Condition(s)**Time limit for commencement of development**

1. Outline Permission

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

The development hereby permitted shall begin no later than the expiration of 2 years from the date of approval of the last of the reserved matters to be approved.

Reason: As required by Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. Reserved Matters

Approval of the details of the Appearance, Landscaping, Layout and Scale (hereinafter called "the reserved matters") shall be obtained from the council in writing before any development is commenced.

Reason: This is outline permission only and these matters have been reserved for the subsequent approval of the Local Planning Authority.

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3. Prior to any work in connection with the development, hereby approved, commencing; plan and both longitudinal and latitudinal sectional drawings of the existing and proposed site levels and retaining walls at a scale of 1:500 shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In order to safeguard the amenity of neighbouring properties and to provide an adequate level of amenity for future residents of the site.

4. Prior to the development, hereby approved, commencing, a supplemental sustainability statement shall be provided, detailing the outline measures contained within the submitted Sustainability and Energy Statement. All of the measures including the installation of photovoltaic panel shall be installed prior to first occupation of the approved development.

Reason: In order to ensure that the development would contribute to mitigating its own impact on climate change and to meeting the requirements of the Council's sustainability policies.

5. Prior to the development, hereby approved, commencing, a plan at a scale of 1:1250 showing the proposed site boundary treatment shall be submitted to and approved in writing by the Local Planning Authority. The boundary treatment shall be provided prior to first occupation of the development and be permanently maintained thereafter.

Reason: In order to safeguard the amenity of neighbouring properties and to provide an adequate level of amenity for future residents of the site.

6. Sound Insulation - Submission of scheme and retention thereafter

No development shall take place until a detailed scheme of noise insulation measures for all residential properties has been submitted to and been approved in writing by the Local Planning Authority. The scheme of noise insulation measures shall be prepared by a suitably qualified consultant/engineer and shall take into account the provisions of BS 82333:1999 "Sound Insulation and Noise Insulations for Buildings - Code of Practice". The approved scheme shall be implemented prior to the commencement of the use and be permanently retained thereafter.

Reason: In order to safeguard the amenities of adjoining residential occupiers and the details are needed prior to the start of work so that measures can be incorporated into the build.

7. Prior to commencement of development details shall be submitted providing the specification, orientation, height and location for built-in bird nesting and bat roosting opportunities. This shall include twenty built-in bird boxes to include ten swift bricks, five house sparrow boxes and twelve built-in bat boxes.

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

8. Prior to clearance of the site and/or commencement of development, a method statement shall be submitted to and approved in writing by the Local Planning Authority for the protection of slow-worms from killing or injury as a result of the development. The development shall be carried out in accordance with the statement or any amendment approved in writing by the Local Planning Authority. This shall include pre-translocation survey and post-translocation monitoring of the receptor site.

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Application No. 15/03213/P: Land Opposite Foundry Lane On South Side Of Deep Pit Road Bristol

Reason: To protect legally protected slow-worms and their habitats.

9. 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.

10. Construction management plan

No development shall take place including any works of demolition until a construction 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
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.

11. Sustainable Drainage System (SuDS)

The development hereby approved shall not commence until a Sustainable Drainage Strategy and associated detailed design, management and maintenance plan of surface water drainage for the site using SuDS methods has been submitted to and approved in writing by the Local Planning Authority. The approved drainage system shall be implemented in accordance with the approved Sustainable Drainage Strategy prior to the use of the building commencing and maintained thereafter for the lifetime of the development.

Reason: To prevent the increased risk of flooding by ensuring the provision of a satisfactory means of surface water disposal is incorporated into the design and the build and that the principles of sustainable drainage are incorporated into this proposal and maintained for the lifetime of the proposal.

12. Land affected by contamination - Site Characterisation

No development shall take place until an investigation and risk assessment, in addition to any assessment provided with the planning application, and has been completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme should be submitted to and be approved in writing by the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination;

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(ii) an assessment of the potential risks to:

- * human health,
- * property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- * adjoining land,
- * groundwaters and surface waters,
- * ecological systems,
- * archaeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Reason: To ensure that risks from land contamination is understood prior to works on site both during the construction phase to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors

13. Land affected by contamination - Submission of Remediation Scheme

No development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been prepared, submitted to and been approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason: To ensure that risks from land contamination is understood prior to works on site both during the construction phase to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

14. Land affected by contamination - Implementation of Approved Remediation Scheme

In the event that contamination is found, no development other than that required to be carried out as part of an approved scheme of remediation shall take place until the approved remediation scheme has been carried out in accordance with its terms. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and be approved in writing of the Local Planning Authority.

Reason: To ensure that risks from land contamination both during the construction phase and to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

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15. Protection of Retained Trees During the Construction Period

No work of any kind shall take place on the site until the protective fence(s) has (have) been erected around the retained trees in the position and to the specification shown on Drawing No. 697-02 of the Arboricultural Impact Assessment. The Local Planning Authority shall be given not less than two weeks prior written notice by the developer of the commencement of works on the site in order that the council may verify in writing that the approved tree protection measures are in place when the work commences. The approved fence(s) 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 area(s) 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.

16. No development shall take place until measures to protect badgers from being trapped in open excavations and/or pipes and culverts are submitted to and approved in writing by the local planning authority. Measures shall include cover-plating, chain link fencing or the creation of sloping escape ramps for badgers by edge profiling of trenches/excavations or placing a plank in the bottom of open trenches at the end of each working day to allow any trapped badgers to escape. This is to prevent foraging badgers falling into trenches during the construction phase of the development. Open pipework larger than 150 mm outside diameter should be blanked off at the end of each working day.

Reason: To prevent harm to legally protected badgers.

Pre occupation condition(s)

17. Artificial Lighting (external)

No building or use hereby permitted shall be occupied or use commenced until a report detailing the lighting scheme and predicted light levels at neighbouring residential properties has been submitted to and been approved in writing by the Local Planning Authority.

Artificial lighting to the development must conform to requirements to meet the Obtrusive Light Limitations for Exterior Lighting Installations for Environmental Zone - E2 contained within Table 1 of the Institute of Light Engineers Guidance Notes for the Reduction of Obtrusive Lighting, GN01, dated 2005.

Reason: In order to safeguard the amenities of adjoining residential occupiers.

18. Land affected by contamination - Reporting of Unexpected Contamination

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In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of Condition 12 and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of Condition 13, which is to be submitted to and be approved in writing by the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 14.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

19. Completion of Vehicular Access - Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the means of vehicular access has been constructed and completed in accordance with the approved plans and the said means of vehicular access shall thereafter be retained for access purposes only.

Reason: In the interests of highway safety.

20. Installation of vehicle crossover - Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the vehicular crossover(s) has been installed and the footway has been reinstated in accordance with the approved plans.

Reason: In the interests of pedestrian safety and accessibility

21. The development shall accord with all of the recommendations of the extended phase one habitat survey and bat habitat suitability assessment dated August 2014, bat emergence / swarming surveys dated October 2014 and reptile presence/absence survey dated October 2014.

Reason: To ensure that protected species are not affected and in the interests of wildlife conservation.

List of approved plans

22. 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.

SK03 Proposed Brook Road Access arrangements, received 18 June 2015
 SK04 Proposed Deep Pit Road Access Arrangements, received 18 June 2015
 SK05 Proposed Croft Road Access arrangements, received 18 June 2015
 SK13 A Site location plan, received 18 June 2015

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Bristol****Advices**

1. Alterations to vehicular access: There is a requirement to make alterations to vehicular access(es). Applicants should note the provisions of section 184 of the Highways Act 1980. The works should be to the specification and constructed to the satisfaction of the Highway Authority (Telephone 0117 9222100). You will be required to pay fees to cover the councils costs in undertaking the approval and inspection of the works.
2. Wales and West Utilities has advised that their apparatus may be at risk during construction works and requested that the developer / applicant contacts them to discuss their requirements in detail; and that any diversion works will be fully chargeable. Their consultation response is available via public access on the Council's website.
3. The proposed development lies within an area that has been defined by The Coal Authority as containing potential hazards arising from former coal mining activity. These hazards can include: mine entries (shafts and adits); shallow coal workings; geological features (fissures and break lines); mine gas and previous surface mining sites. Although such hazards are seldom readily visible, they can often be present and problems can occur in the future, particularly as a result of development taking place.

It is recommended that information outlining how the former mining activities affect the proposed development, along with any mitigation measures required (for example the need for gas protection measures within the foundations), be submitted alongside any subsequent application for Building Regulations approval (if relevant). Your attention is drawn to the Coal Authority policy in relation to new development and mine entries available at www.coal.gov.uk

Any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) requires the prior written permission of The Coal Authority. Such activities could include site investigation boreholes, digging of foundations, piling activities, other ground works and any subsequent treatment of coal mine workings and coal mine entries for ground stability purposes. Failure to obtain Coal Authority permission for such activities is trespass, with the potential for court action.

Property specific summary information on past, current and future coal mining activity can be obtained from The Coal Authority's Property Search Service at www.groundstability.com. If any of the coal mining features are unexpectedly encountered during development, this should be reported immediately to The Coal Authority on 0845 762 6848. Further information is available on The Coal Authority website www.coal.gov.uk

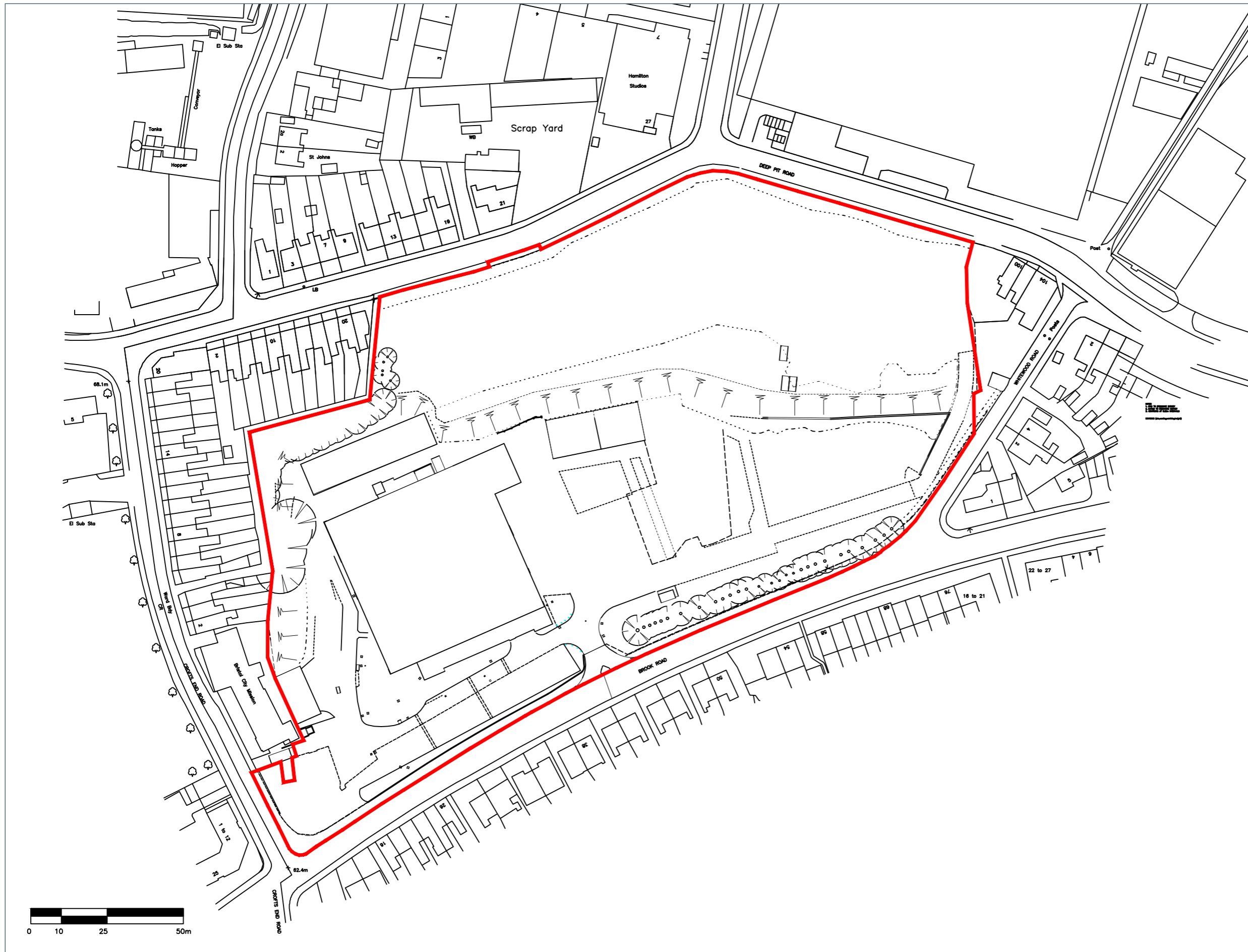
4. The extended phase one habitat survey and bat habitat suitability assessment dated August 2014 recorded Cotoneaster at several places on the site. Cotoneaster should be removed from the site and omitted from any planting proposals because several Cotoneaster species are included on Schedule 9 of the Wildlife and Countryside Act 1981 and tend to be very invasive of semi-natural habitats.

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Bristol**

BACKGROUND PAPERS

Flood Risk Manager	31 July 2015
Urban Design	12 August 2015
Landscape	29 July 2015
City Centre Projects (Public Art)	27 July 2015
Wales & West Utilities	9 July 2015
Contaminated Land Environmental Protection	22 July 2015
Air Quality	3 November 2015
Environment Agency (Sustainable Places)	28 July 2015
The Coal Authority	27 July 2015
Nature Conservation Officer	25 August 2015



KEY

 Site location

Brook Road, Bristol

on behalf of Brook Road Properties

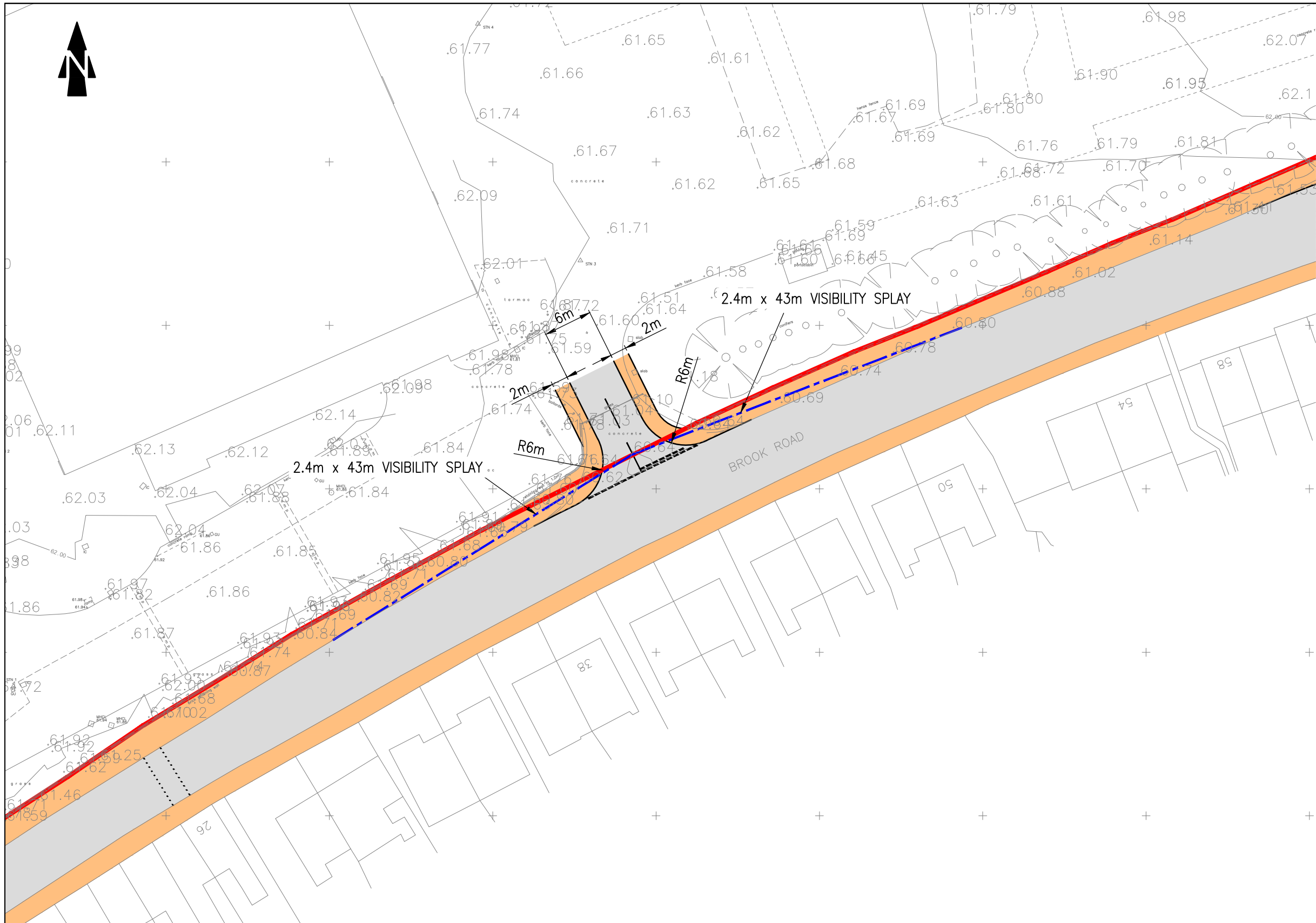
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drawing no. SK13
 rev A
 scale 1:1250
 drawn by NT
 checked by AR

drawing Site Location
 job no. BTPL176183
 date 1 May 2015





- KEY**
- REDLINE APPLICATION BOUNDARY
 - CARRIAGEWAY
 - FOOTWAY
 - INDICATIVE DROPPED KERB CROSSING

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REV	DATE	BY	DESCRIPTION	CHK	APD
DRAWING STATUS: PRELIMINARY					



FMW
consultancy

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CLIENT:
BROOK ROAD PROPERTIES LTD

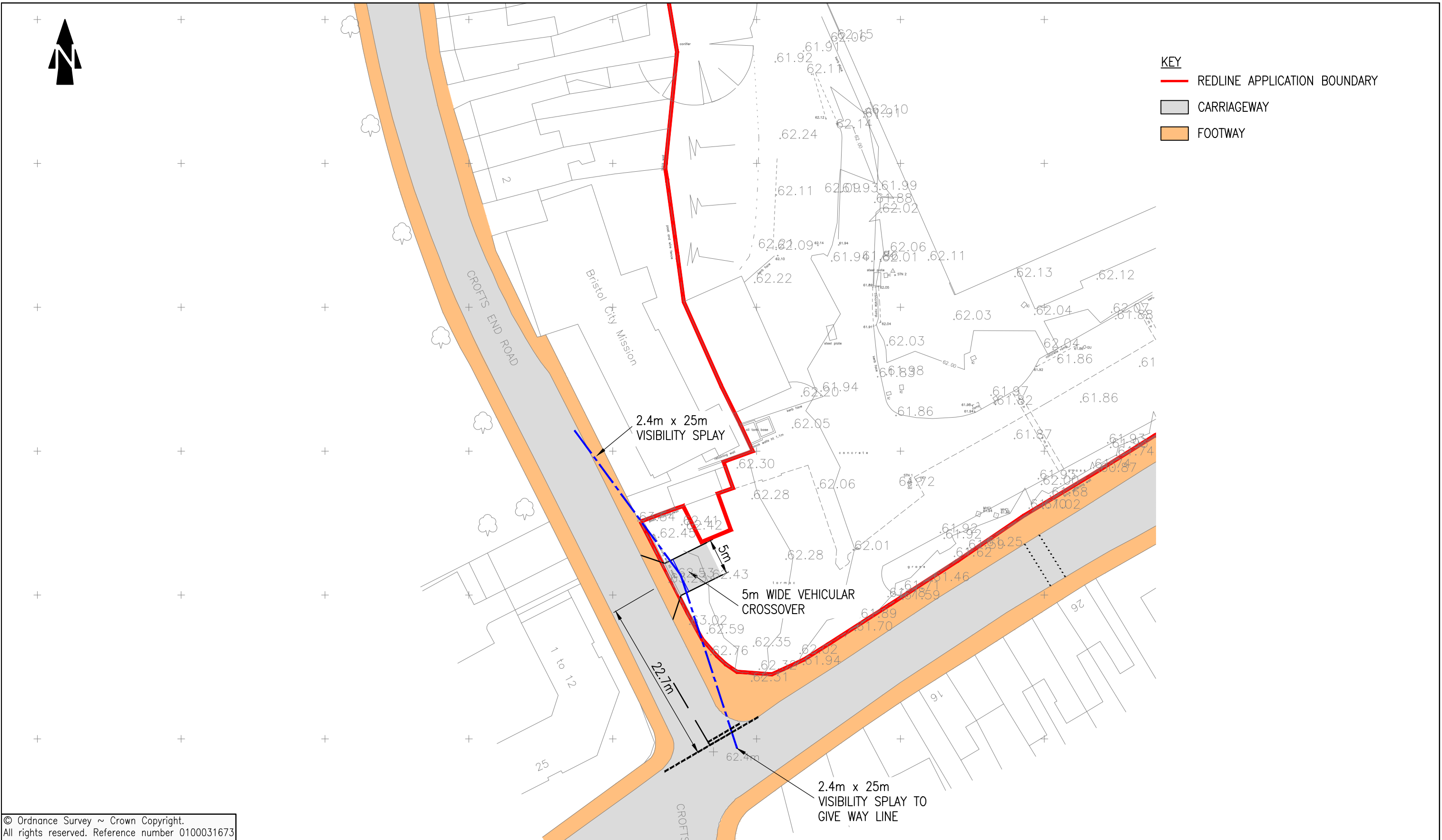
PROJECT:
**BROOK ROAD
SPEEDWELL BRISTOL**

TITLE:
**PROPOSED BROOK ROAD
ACCESS ARRANGEMENT**

SCALE @ A3: 1:500	CHECKED: BC	APPROVED:	
CAD FILE: FMW1526-SK03	DESIGN-DRAWN: SLW	DATE: 08.06.2015	
PROJECT No: FMW1526	DRAWING No: SK03	REV: -	
©FMW Consultancy Ltd			



- KEY**
- REDLINE APPLICATION BOUNDARY
 - CARRIAGEWAY
 - FOOTWAY



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REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS: **PRELIMINARY**

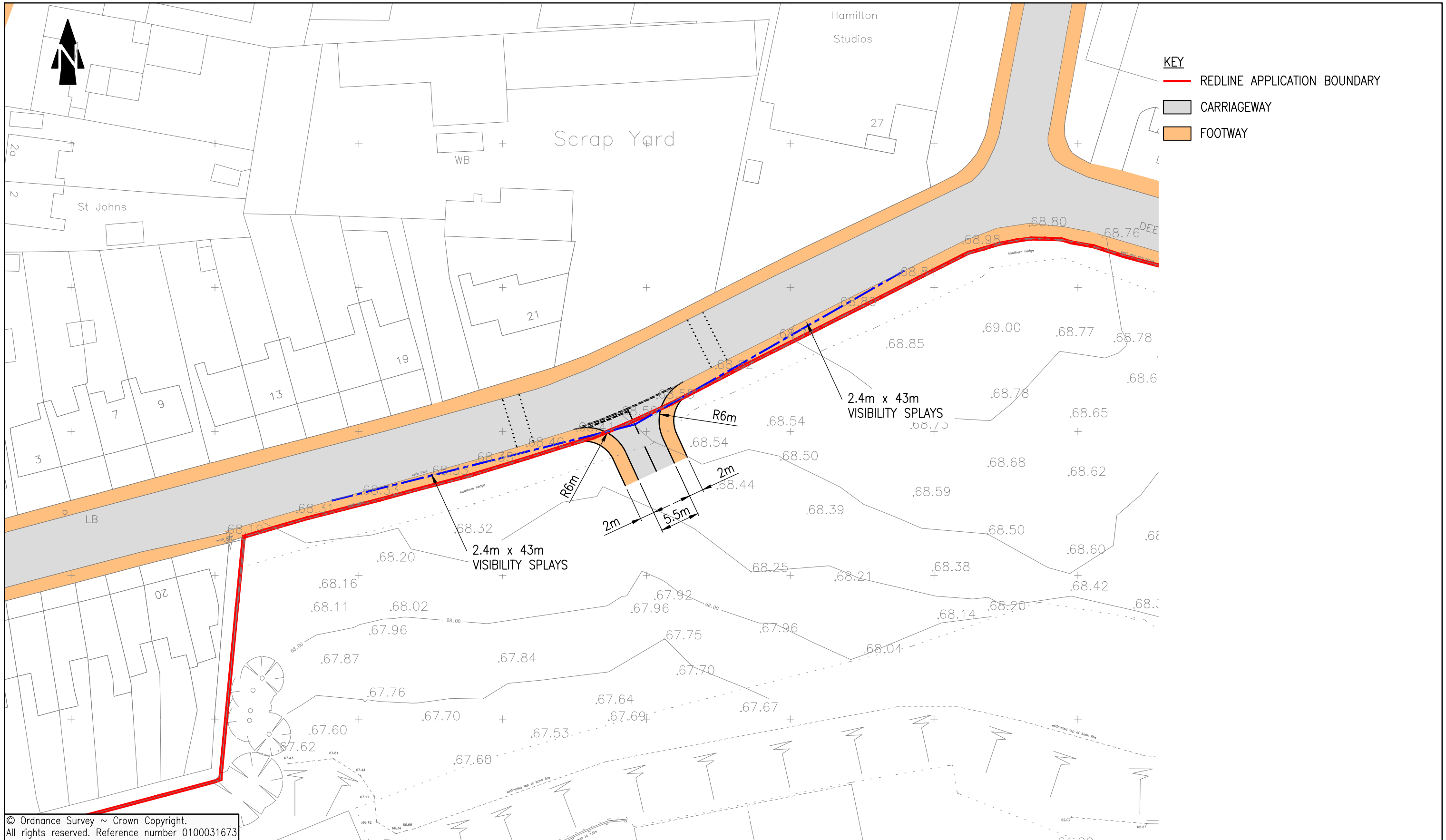

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CLIENT:
BROOK ROAD PROPERTIES LTD

PROJECT:
**BROOK ROAD
SPEEDWELL BRISTOL**

TITLE:
**PROPOSED CROFT ROAD
ACCESS ARRANGEMENT**

SCALE @ A3: 1:500	CHECKED: BC	APPROVED:
CAD FILE: FMW1526-SK05	DESIGN-DRAWN: SLW	DATE: 08.06.2015
PROJECT No: FMW1526	DRAWING No: SK05	REV: -
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KEY

- REDLINE APPLICATION BOUNDARY
- CARRIAGEWAY
- FOOTWAY

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REV	DATE	BY	DESCRIPTION	CHK	APD
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CLIENT: BROOK ROAD PROPERTIES LTD

PROJECT: BROOK ROAD SPEEDWELL BRISTOL

TITLE: PROPOSED DEEP PIT ROAD ACCESS ARRANGEMENT

SCALE @ A3: 1:500	CHECKED: BC	APPROVED:
CAD FILE: FMW1526-SK04	DESIGN-DRAWN: SLW	DATE: 08.06.2015
PROJECT No: FMW1526	DRAWING No: SK04	REV: -
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KEY

- Site boundary

Movement and Access

- Vehicle access
- Pedestrian/ cycle access
- Brook Road unallocated parking bays
- Crofts End Church car park

Residential

- Primary frontage
- Secondary frontage
- Focal point
- Enclosed rear gardens/ courtyards

Landscape

- Individual trees retained and managed
- Hedgerow retained and managed
- Retention and enhancement of existing trees and shrubs
- Proposed boundary hedge/ shrubs
- Proposed Brook Road street trees

- ① Key central green space to be used as a community asset
- ② Improved landscape edge to accommodate level change
- ③ Steps and ramps to allow pedestrian/ cycle access across the site
- ④ Existing boundary hedgerow to be retained and managed
- ⑤ Suitable hedge/ shrub planting between existing and proposed dwellings
- ⑥ Retention and enhancement of embankment trees and shrubs
- ⑦ Larger rear gardens and/ or parking courtyard adjacent to embankment
- ⑧ Crofts End Church car park to be designed
- ⑨ Access to Crofts End Church car park



Brook Road, Bristol

on behalf of Brook Road Properties

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drawing no.	SK25	drawing	Parameter Plan
rev	C	job no.	
scale	1:1000	date	8 October 2015
drawn by	NT		
checked by	AR		

