

WARD: Southville **CONTACT OFFICER:** Mark Dowling
SITE ADDRESS: St Catherines Place Shopping Centre East Street Bedminster Bristol

APPLICATION NO: 13/05616/P Outline Planning
EXPIRY DATE: 16 May 2014

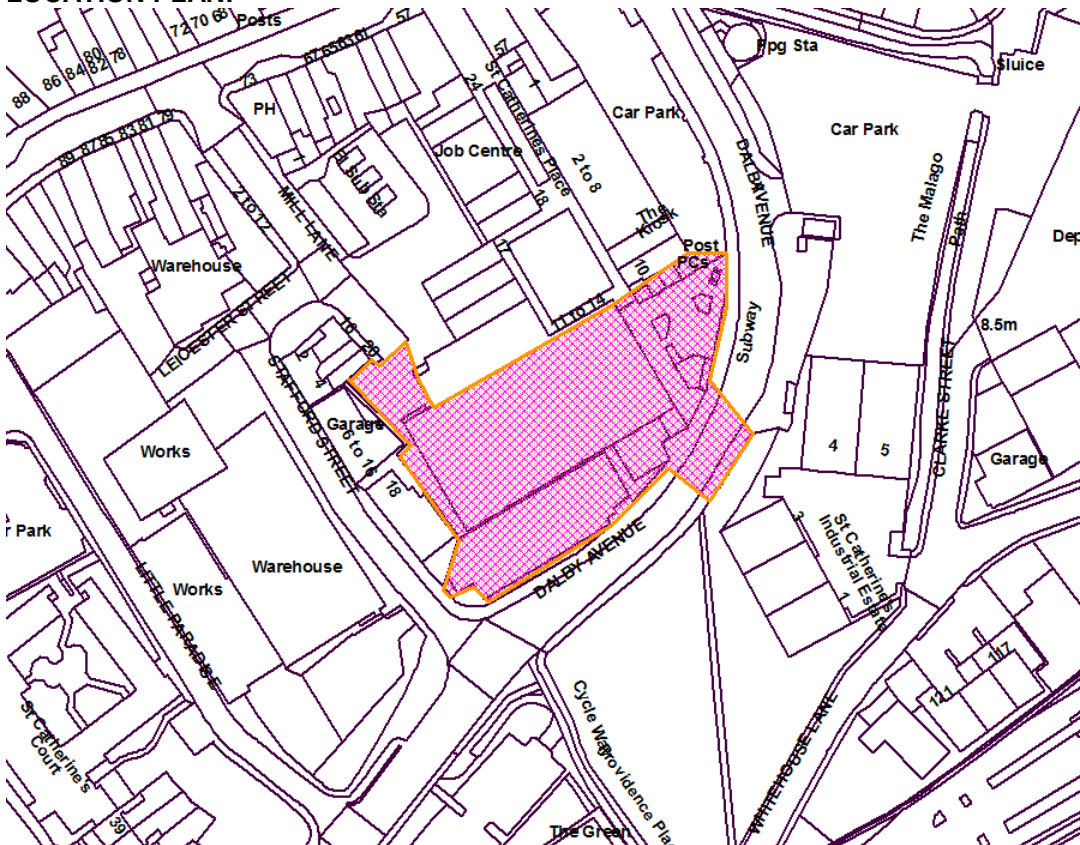
Hybrid outline application for demolition of existing buildings on the site and phased redevelopment of site, comprising full application for Phase 1 and outline application for Phase 2. Full details provided for Phase 1 comprising: up to 45 residential units in a ground plus 8 storeys building, with up to 401.9 sq m GIA of flexible commercial floorspace (falling within Use Classes A1 - A5, B1 and D1) at ground floor level and associated space, cycle storage, refuse storage, plant, servicing, ancillary storage, public realm at lower ground floor and ground floor level. Outline details for Phase 2 to comprise up to 143 residential units in a building up to ground plus 15 storeys in height and 203.5 sq m GIA of flexible commercial floorspace (falling within Use Classes A1 - A5, B1 and D1) at ground floor level and associated space for parking, cycle parking, refuse storage, plant, servicing, ancillary storage lower ground floor and ground floor level. Details of access, scale and layout to be determined at the outline stage with details of appearance and landscaping to be determined in Reserved Matters applications.

RECOMMENDATION: Refuse

AGENT: Aspect360 Ltd
45 Oakfield Road
Clifton
Bristol
BS8 2AX
APPLICANT: SCP Bedminster LLP
8-10 Whiteladies Road
Bristol
BS8 1PD

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

LOCATION PLAN:



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UPDATE

Members will recollect that this application was deferred from the meeting of 27th August to allow officers to provide the Committee with further advice on site viability and the potential for the development to deliver affordable housing, which is already covered in detail in Key Issue H of this report. A meeting was undertaken between the applicant and council officers on this matter, where it was confirmed by all parties that the scheme was unable to provide affordable housing. The financial viability appraisal is attached as appendix 3 to this report and the Council's Planning Obligations officer will verbally report on the matter at the committee to aid members in their consideration.

SUMMARY

Proposals are before committee because of the scale of development intended and its implications for the City townscape. The level of public interest shown in the scheme is substantial. There has been no member referral.

The site is located within Bedminster town centre at the southern end of the St. Catherine's Place retail precinct entry to which is made via East Street. The recommendation relates to a single "hybrid" planning application 13/05616/P refers. The site is located on the inside of a curved highway as the southern and eastern sides' front onto the A38 Dalby Avenue. The western side of the site is bound by Stafford Street, and the northern side of the site is bound by existing retail and commercial properties. The site is currently unoccupied but comprises a total of 2,904sqm B1 office space and 2,156sqm of retail Floor space. The scheme involves demolition of the former DHSS offices, and the existing retail units, known as 11/14 St Catherines, and closure of the existing pedestrian subway that passes beneath Dalby Avenue

Redevelopment involves construction of a total of 188 new build residential apartments in three blocks, with varied option(s) for new ground commercial space associated car parking and servicing. The single application 13/05616/P is made in two part(s) as a hybrid; the first involves a full submission for construction of Block A with a total of 45 residential units, 11 one bed and 34 two beds with a commercial ground floor. The building would stand a maximum of nine storeys high. The second part of the scheme; is submitted in outline form with details of access, scale and layout to be determined at this outline stage. Details of appearance and landscaping are each identified as Reserved Matters; i.e. items to be concluded at a later date only following (any) grant of outline planning permission. Blocks B would comprise a total of 143 residential units; 93 two bedroom and 50 one bedroom units, 204 sqm of commercial space with 102 car parking spaces and associated servicing. The new building(s) would range between eight storeys in the north eastern corner to its highest a maximum of 16 storeys, 51.23m in the south west corner of the site.

Proposals would cause overriding and substantial harm to interests of acknowledged importance. This includes detriment to townscape to include the setting of designated and undesignated heritage assets within and beyond the confines of the Bedminster Conservation Area. The most recent change(s) to height and disposition of the scheme, would safeguard the Water Mill found beneath the site, but these make no difference to this overall conclusion in relation to the excessive scale, height and massing to development.

Your officer's recommendation in this case is to refuse planning permission. This is for two reasons; first; the excessive height, scale and massing to intended development; with a resultant detriment to townscape including both local and citywide views. The second reason is an absence of an agreed and appropriate planning obligations package with which to mitigate the effects of development. The content to any such planning obligations package would include highway works

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and provision of a claw back clause that would allow the issue of affordable homes to re-examine at a later date.

The finding of a detailed Financial Appraisal that accompanies the scheme confirms that, at the present time, the provision of affordable homes is not viable. If outline planning were granted a reappraisal of the financial circumstances prevailing at the time and fairly attributed to the scheme would be necessary when the Reserved Matters stage were reached. The purpose of the review would be to determine whether or not (at that stage) an affordable homes contribution could then reasonably and fairly be delivered as part of Phase B.

The existing office space is judged to be redundant and there is sufficient opportunity elsewhere in the city to meet the on-going demand for employment space. In land use terms the principle of redevelopment of the site for mixed use purposes is judged to be satisfactory. All the new land use(s) are considered appropriate in a town centre location and the site has good local transport links. It is acknowledged that redevelopment of the site offers an opportunity to renew dated townscape and does present a major opportunity for economic regeneration.

BACKGROUND

The St. Catherine's Place shopping precinct as a whole comprises a vacant, 7 storey office block, retail units two of which are currently occupied by Iceland and Farm Foods, maisonettes and car parking. The pedestrianized East Street retail area is located to the north. The Bristol Blue Glass Factory and the NCP Car Park are located to the east, on the opposite side of Dalby Avenue. Stafford Street is located to the west and is characterised by a small scale workshops and a commercial printers. Bedminster Railway Station is located approximately 200m to the south, at the foot of Windmill Hill. The site lies to the south of the boundary of the Bedminster Conservation Area which brings together and extends the former Bedminster and Bedminster West Conservation Area(s). The application site forms a part of the shopping precinct and has an area of 0.39ha covered by buildings and hard surfacing. The existing buildings on the site are each of post war construction including the former Department of Health and Security, DHSS, building and two neighbouring office uses. Three trees, 1 Birch, 1 Willow and 1 Cherry stand on the site and three mature London Planes neighbour the site as street trees.

The application site is located within the Bedminster Town Centre, Policy DM8 of the Site Allocations and Development Management Policies (July 2014) includes the site within a designated 'Primary Shopping Area. On the southern side of Dalby Avenue, immediately opposite the site, is an area of public open space. The residential area of Windmill Hill lies beyond this open space. The site is located in a designated Air Quality Management Area.

RELEVANT PLANNING HISTORY

Planning permission was granted in 1968 for construction of a supermarket, office block, restaurant, subway and public convenience on the site formerly occupied by Capper Pass Smelting Works. Comparatively little has been altered in the intervening years. Sainsbury's supermarket occupied the ground floor space until the 1990's when the current Winterstoke Road store opened. The same ground floor space is now occupied by the YMCA Charity. A pre-application enquiry was first submitted to Bristol City Council in the autumn 2010 and having been considered by officers and the Bristol Urban Design forum was withdrawn because of (then) difficulties with land assembly. Thereafter the scheme was re-issued and a further pre application submitted in July 2013. The City Councils written pre application response is dated 10th October 2013. Proposals were presented to the members briefing in December 2013. The wider St Catherines precinct includes, retail units occupied by Iceland and Farm Foods, maisonettes and car parking the subject of a separate

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planning application 14/03131/F refers registered on 1st August 2014. Proposals involve a combination of refurbishment extension and amalgamation of the existing units to involve changes of use to a fitness centre with occasional street market with changes to entrance canopy and lighting. Development aspirations for a wider parcel of land and buildings including land to the south and west of Dalby Avenue have also been the subject of some pre application discussion with officers see the applicants Document entitled South of East Street Appendix 2 attached (for information) to the current application..

APPLICATION

The current application was registered on 14th February 2014. In accordance with the EIA regulations a screening opinion was then issued on March 28th 2014. The judgement made is that the proposals do not constitute development requiring submission of an Environmental Impact Assessment EIA.

It is proposed to demolish the following structures:

The existing office building formally occupied by the DHSS;
The existing retail unit and associated ancillary space known as units 11-14 St Catherine's Place;
The WC and stair core adjacent to unit 10 St Catherine's Place; and
Close the existing subway that passes beneath Dalby Avenue

Vehicular access would be made from the north and rear of the application site via Leicester Street Mill Lane. Two ramps would be constructed providing access to two levels of decked car parking. A layby is proposed to be constructed on the site frontage on Dalby Avenue for use by servicing vehicles. It would be designed for short stay use. As revised 102 car parking spaces and 320 cycle spaces would be provided, across two levels B. This is equal to 54% vehicle parking provision and 120% cycle provision.

Phase1 Block A

The residential block A and associated public realm would comprise Phase 1. This would include a new retail unit and pedestrian access through the site, to provide a new means of entry from East Street to Dalby Avenue. Block A would be built as a new ground plus 8 storey building, with a total of 45 residential units, The building would stand a height of between 31.46m and 38.28 to the parapet with an AOD of 40.43m. A total of commercial floor space is intended upon the ground floor together with refuse/cycle storage facilities. The scheme includes the provision of a new Public convenience in St Catherine's Place and a new access to the maisonettes (beyond the site) above the existing retail area. The breakdown of residential unit sizes intended is as follows.

3 x 2 bed duplex units
31 x 2 bed units
11 x 1 bed units.

The building would be constructed of brick on a grid structure. Openings at the base or ground floor would be glazed, upper floors would again be framed in brick and double height with each grid filled with a combination of brick, windows and or balconies; three types of balcony are intended. Further materials including metal cladding are (as yet) unspecified.

Phase 2 Block B

Phase 2 (block B) is presented in outline form. With the intended layout, height scale and massing to be determined at this outline stage. Landscaping and external appearance are each identified as

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Reserved Matters. The highest part of the building is intended to be 16 storeys including a commercial ground floor. The building would rise from eight storeys at its north eastern corner to sixteen storeys in the south west a high point of 51.23m This would include the parking with access from Stafford St. A total of 143 residential units are proposed with, 203.5sqm commercial floorspace, 102 car parking spaces (including 6 disabled spaces), 6 motorcycle spaces, cycle parking facilities, bin store, location for a potential Combined Heat and Power CHP unit and a loading bay The parking spaces would be designated to the occupants of the two bed/duplex apartments. Access to the car park would be from the rear (northern) side of the site via Leicester Street/Mill Street

The intended residential unit sizes are as follows:

6 x 2 bed duplex units
87 x 2 bed units
50 x 1 bed units

Parking for 12 cycles would be provided on the public realm to serve the retail elements of the proposal. Servicing and deliveries would take place from Stafford Street, or from the new layby proposed on Dalby Avenue. It would be intended for short stay use only. The construction of this layby would require the provision of, or an amendment to, an existing Traffic Regulation Order.

Trees

25 trees would be provided within the public realm.

Public Realm

Highway works include the filling in of the existing pedestrian subway across Dalby Avenue. Together with street furniture and highway works allied to the provision of Light Rapid Transport.

The most recent change to the scheme has been made following discussion with officers with the express intent of avoiding destruction of the archaeological remains found, in June of this year, at shallow depth beneath part of the site; to include the Bedminster Water Mill. As revised the overall height of the intended 16 storey building would be raised 1.8m beyond that originally intended. to The intended new car park and ramp arrangement have also been amended, resulting in a reduction of 7 in the originally intended number of vehicle parking spaces; from 109 to 102. There has also been some re-planning of the back of house plant areas and service cores at both ground and upper ground level. The content to some of the supporting documents to include; the Sustainability Statement and Air Quality Assessment and Transport Impact Assessment has also been revised.

STATEMENT OF COMMUNITY INVOLVEMENT

The BS3 PLANNING GROUP is recognised as part of the BRISTOL NEIGHBOURHOOD PLANNING NETWORK and is an advisory body in the GREATER BEDMINSTER COMMUNITY PARTNERSHIP, the neighbourhood partnership for Bedminster and Southville wards. In this capacity the Group has had varied and welcome discussion with the applicant prior to registration of the scheme but was unable to agree and therefore to sign any Statement of Community Involvement

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RESPONSE TO PUBLICITY AND CONSULTATION

Having been the subject of pre application discussion and revision prior to their formal registration proposals were considered by the BRISTOL URBAN DESIGN FORUM (BUDF) at their meeting(s) on 14th October 2013 and 10th February 2014- In a letter to the applicant's dated 25 February 2014 BUDF reported the outcome of the meeting on 10th February 2014. The two page letter is attached as (Appendix1).

Proposals were registered with the City Council on 14th February 2014. The proposals were then advertised in the local press and 6 site notices posted in separate locations around the site. Letters were sent to neighbouring occupiers and interested parties. Following the discovery of archaeological remains beneath the site and most recent revision of the scheme a second round of public consultation was undertaken. This second and most recent period of public consultation ended on 30th July 2014.

At the time of writing a total of separate replies 184 replies have been received from; representative groups, local residents and others. Of these 4 are neutral, 136 oppose and 44 support the scheme and support it. Many groups and individuals have written more than once, taking the opportunity afforded by the second round of consultation, to restate their initial view of the scheme.

CLLRS MARK BAILEY AND ALF HAVCOCK are each opposed to the scheme and write as follows;

"While we understand and support the need to redevelop and regenerate this part of Bedminster, we cannot support this planning application in its current form. We feel that the scale and massing of the buildings are overbearing and out of scale with its surroundings. The proposed development, in our opinion, has very little architectural merit, does not sit comfortably with the Bedminster Conservation Area and in some ways repeats many of the failings of urban planning from the 1960s and 1970s.

We are not convinced that this site is suitable for a 17 storey building and even if it was we do not feel that the quality of design is exceptional, as required under the council's Tall building's guidelines. We appreciate that a high density development may be desirable in this location but we feel that this can be achieved by using a better designed medium rise scheme"

Those opposed to the scheme object for the following reasons;

- Over development of the site; excessing height scale and massing.
- Detriment to setting of the Bedminster Conservation Area
- Detriment to heritage assets both designated and non-designated including to both local and City wide views.
- Poor design with insufficient amenity space to serve future residents needs
- Detriment to townscape
- Poor Housing Mix
- Detriment to the amenity of neighbouring residents
- Detriment to the public realm to include overshadowing of the neighbouring Wind Mill Hill Farm
- Insufficiency of car parking
- Increased traffic congestion with attendant resulting obstruction and congestion
- Insufficient attention paid to Sustainable Construction and Climate Change with resultant detriment to the environment

Those supporting the scheme do so for the following reasons

- Benefits of economic regeneration for both businesses and individuals
- Positive contribution to meeting housing needs.

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The urgent need for renewal of existing poor local townscape

The active demonstration the scheme gives to Sustainable methods of construction and fuel/energy efficiency

The BS3 PLANNING GROUP is recognised as part of the BRISTOL NEIGHBOURHOOD PLANNING NETWORK and is an advisory body in the GREATER BEDMINSTER COMMUNITY PARTNERSHIP, the neighbourhood partnership for Bedminster and Southville wards. The Group has reached no clear consensus view on the proposed development. In a 4 page memorandum Opinion is divided as follows;

THE BS3 GROUP members opposed to the scheme share many of the points of objection that are identified above and also state

1. There is no clarity over how the Community Infra Structure Levy would be spent.
2. No provision of family homes and the quality of the intended external spaces is questionable
3. The pedestrian approach to East Street is shadowed as a canyon and lacks adequate surveillance.
4. The building(s) are too big and should be reduced to a maximum of 8 storeys

The BS3 GROUP members who support the scheme state share the general points in support of the scheme listed above that

1. Proposals would aid the particular economic survival of East Street and Bedminster in general as a district centre.
2. New homes are needed to assist regeneration
3. The use of clean technologies including a Biomass Boiler is welcomed.
4. Proposals would encourage a more holistic view of new development and may bring an end to piece meal development.

The BS3 memo concludes with a series of observations upon possible alternative forms of development for the site.

THE WINDMILL HILL GROUP in lengthy and detailed correspondence opposes the scheme. The Group share many of the views expressed by others who oppose the scheme and offers a critique of the applicant's supporting document(s) and in particular to the Visual Impact Assessment VIA. Referring directly to the impact of development existing local and city wide views the memo states

"Unfortunately the document does not tell the whole story and has been tailored to show the scheme in a way that is misleading and which does not illustrate the full impact of the scheme. The selection of views, omission of key views, the chosen framing of the views used and the descriptions of the effect that the development will have on these views all contribute to an inaccurate analysis and representation of the proposed scheme's impact. The report has been compiled with bad methodology that does not follow the current planning or Landscape Institute guidance and portrays an inaccurate representation of the facts"

The memo concludes with a request that a full height scaffold be erected on the site so that an informed decision can then be taken over the effects of the height scale and massing to development.

THE CHAIR OF THE BEDMINSTER TOWN SCHEME has written to confirm the groups support. The letter states as follows;

"The benefits for this part of Bedminster as a retail and leisure destination are clear, manifold and powerful, not to mention the provision of much needed housing in a highly sustainable location in

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terms of city centre proximity and public transport provision.

Accordingly the Town Team is pleased to give the scheme its full and unequivocal backing".

ENGLISH HERITAGE - In their letter dated 6th March 2014 confirm they do not wish to comment in detail but (with reference made to the applicants Views Analysis that accompanies the drawings) offer the following general observations on the scheme;

"The application site is within the setting of the recently enlarged Bedminster Conservation Area (BCA), and also affects the setting of a number of other designated and undesignated assets. Given the scale of the proposal, it will be visible in longer views across the City, including from key Points such as Brandon Hill and the, Grade I listed, Clifton Suspension Bridge. English Heritage's Remit is primarily concerned with the setting of the highly graded listed buildings (Grade I and II*), Scheduled monuments and the Conservation Area. With regards to other heritage assets we would recommend that you take advice from your own conservation and design experts

In urban design and policy terms, in line with your Tall Buildings SPD, you clearly must satisfy yourself that this is an appropriate location for a tall building and, if it is, whether the proposals are of sufficiently high design quality. As noted above, the proposals will be visible in long views from highly significant heritage assets such as Clifton Suspension Bridge (Views Analysis: View 3), Ashton Court (View 2) and Brandon Hill (View 7). We do not consider that the impact on those views and settings, as historic assets, would be significant

The greater impact on the historic environment is on the setting of and the more immediate views into and out of the Bedminster Conservation Area. The recently adopted Bedminster Conservation Area BCA Appraisal notes that negative features of the CA (Section 2.3) include the destruction of the historic route structure north of Dalby Avenue; 1960s tower blocks and redevelopments around East Street and Dalby Avenue; and loss of views or sense of the local topography through over-scaled buildings. The Appraisal also notes (East Street: Section 3.2) the Importance of views such as the view south to Windmill Hill terraces/Victoria Park from the Junction of East Street/Dalby Avenue. The views provided show that the proposals will only serve to increase the negative features identified above, especially (but not exclusively) in closer Views 27 and 29 and wider Views 21 and 24. The proposal would, therefore appear to have a negative impact on the Bedminster Conservation Area and run counter to the aims and aspirations of the recently Adopted Appraisal.

We would urge you to address the above issues, and recommend that the application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice, it is not necessary for us to be consulted again. However, if you would like further advice, please contact us to explain your request"

THE CONSERVATION ADVISORY PANEL opposes the scheme. The minutes of their meeting on 18th March 2014.read as follow

Recommendation - The Panel objects to the mass and design of the scheme.

Demolition - The Panel supports the demolition of and redevelopment of the large office block and ancillary buildings that do not contribute to the appearance the area.

Change of use - The Panel supports residential development but not another small flatted development. There should be a greater accommodation mix in a development on this scale and greater amenity space for the future occupants. The use at street level appears to be appropriate.

Height scale and mass - The Panel objects to the mass of the scheme. The Council adopted the SPD1 (Tall Buildings) because of widespread public dissatisfaction with tall buildings outside the city centre, which dominate their immediate surroundings and fail to assimilate with the townscape. The Council should follow the adopted SPD1 policy advice.

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Context neighbouring buildings and area character - The scheme would stand alone; it would disregard the area's traditional, tight grain block structure. The Dalby Avenue elevation would dominate the road and the view from the south. The tower would overbear Stratford Street. The St. Catherine's Place shopping area will be in the tower's shadow. The scheme would replace the demolished large unattractive office block with an even larger block.

Public realm- The scheme's scale would overbear Stafford Street and dominate Dalby Avenue and would create an unattractive street level experience for pedestrians. Building in Context, New Development in Historic Areas was published by English Heritage and CABE in 2001 in order to stimulate a high standard of design when development took place in a historically sensitive context. The guidelines set out in this document should be taken into account for the design of the relationship of the building with Stafford Street and Dalby Avenue and the interior of the shopping centre.

Design quality - The design offers a standard commercial solution to the construction of a large flatted development and is neither innovative nor outstanding. There are better examples in the city. A 200 home scheme should provide more amenity space than tiny balconies.

Materials - The Panel has no comment

Archaeology - The site occupies a long settled area of Bedminster, which requires a supervised archaeological investigation.

BRISTOL CIVIC SOCIETY

The Society submits that the Council should refuse this planning application on these grounds:

1. The proposal is contrary to SPD 1. Even if the scheme were to be an outstanding design, St. Catherine's Place is an inappropriate location for a tall building. The scheme would stand alone, fail to integrate with the local urban grain and through its lack of human scale would overbear the surrounding streets and fail to create any sense of place.
2. The Society supports the local elected members' opinion that the mix of housing limited to one and two bedroom flats would fail to promote a mixed and sustainable community and it would increase the dominance of small flatted housing in an area. The scheme offers its future occupants inadequate amenity space.
3. The scheme's bulk and design fails to achieve the improved architectural standard required by BCS 21. The design is retrospective and fails to achieve the quality and imagination shown in other recent major residential schemes in the city. The ventilation and heating installations should be more ambitious.

The Society concludes their memo with reference to an alternative approach development. This would involve a low or medium rise approach could achieve a high density within a perimeter block. A medium rise perimeter block would have advantages over a tall building.

THE BRISTOLTREE FORUM

"The loss of three mature street trees is not good and consideration should be given to incorporating some or all of them in this development (BCS9 Para 2). There are also 4 important trees in the car park which may come under threat due to construction vehicles. Experience shows often root (weight) protection isn't enough and heavy vehicles need to be kept well away".

A total of 25 new trees are intended in the scheme and this matter is therefore satisfactorily dealt with

THE HIGHWAYS AGENCY has confirmed they have no wish to comment.

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THE TRANSPORT DEVELOPMENT MANAGEMENT TEAM has no objection to the scheme subject to completion of an appropriate s106 agreement to ensure completion of an appropriate schedule of highway works and regulatory condition(s). The team comment as follows;

"The proposal is situated in a convenient location within easy walking distance of Bedminster Town centre and frequent public transport services providing regular access to the city centre and numerous other locations within Bristol. Of these services, the North Fringe - Hengrove MetroBus scheme will serve East Street (northbound) and Dalby Avenue (southbound) the stops for which are located within close proximity to the site. This service will provide reliable and convenient access to additional areas within the urban area including Hengrove Park, Aztec West, Patchway and Cribbs Causeway via the M32. Bedminster railway station is also located within easy access by foot, as is the Malago cycle route.

Subject to the provision and encouragement of sustainable transport facilities / usage for and by the users of the development, improvements to the surrounding pedestrian environment and the necessary controls restricting the ability of residents / visitors to the development to generate overspill parking on surrounding streets, Transport Development Management have no objection to the principle of this scheme.

Parking

The site is located within the identified Bedminster East Residents' Parking Scheme (RPS) for which the informal consultation period was completed in March. Following this, the scheme will be subject to a second statutory period of consultation in September of this year, with the implementation of the RPS possibly taking place in late 2014 or early 2015. The extent of the Bedminster East RPS extends as far as the railway line, with Whitehouse Lane and Malago Road forming the southern boundary of the restrictions as far as Sheene Lane.

The nearest unrestricted on-street parking would be in Windmill Hill to the south of the railway line which was originally considered to be included within the RPS scheme although this area was removed from the initial scope and now cannot be brought forward without Cabinet approval. TDM however consider it unlikely that residents of the proposed development will regularly rely on on-street parking in this location, given that the nearest potential on-street parking available represents a walking distance of around 200 metres to the development site, generates a constraint to walking, due to its topography and is already heavily congested from existing residential parking. This is considered by TDM as a deterrent to car ownership within the development.

New developments built within either the Central Parking Zone (CPZ) or Residents Parking Scheme (RPS) without car parking do not normally qualify for permits in a Residents' Parking Zone and an appropriate advice will be required to ensure this restriction takes place.

Across the entirety of the site, 109 car parking spaces are proposed to serve 188 apartments with the parking spaces intended to serve the two bedroom dwellings. In order to avoid any undue pressure on other local areas TDM recommend that parking for Phase A be completed prior to occupation. If Phase B is not ready when Phase A is due to be occupied, the developer should provide a temporary parking solution for those flats which come with a parking space.

Disabled parking spaces should be kept under the control of a management company, in order to ensure that they are available for use when disabled persons are resident in the development.

Car Club & Electric Charging Points

In addition the site should create a car club space, which would best be implemented in conjunction with a commercial car club provider and created on adopted highway or an area of land that can be

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adopted as highway. This is normally considered viable for developments of more than 50 dwellings.

TDM would also require, as per the requirements of the adopted Site Allocations and Development Management Policy document (SA&DMP) the provision of electric charging points within the development.

Cycle Parking

Safe and secure cycle parking is required to meet the standards of the SA&DMP document. This equates to a single space per one bedroom dwelling, two spaces per two or three bedroom dwelling and three spaces for dwellings of four bedrooms and above. Some stands are shown in an external area for visitors, whilst the majority are shown internally to the site. The applicant will be required to demonstrate that the spaces shown are of sufficient size to accommodate this requirement prior to construction. This is particularly the case where double-height stacks are employed, which appears to be the case on the revised drawings.

TDM require that cycle parking for Phase A be made available before this phase is occupied.

External works

As part of this development it is required to remove the subway and make safe adjacent structures. As part of this work it will be necessary to stop up the part which is adopted highway, which includes the approach to the subway, the subway itself, and the ramp on the far side. As part of the area is outside the red line of the application the developer will have to take advice as to whether the stopping up can be done under Section 247 of the Town and Country Planning Act, or would require a S116 Highways Act order.

The path through the site is to be upgraded. This is not currently a Public Right of Way and TDM recommend that it be classed as a walkway under Section 35 of the Highways Act. This therefore should be included in the S106 Agreement. It will require a degree of lighting, but this need not be to full highway standard.

Any new area of pavement created on the site perimeter should be adopted under S38 of the Highways Act. This and the upgrade of existing pavement can be included in the S106 Agreement. The paving material used on the pavement at the end of the walkway should reflect the material used on the adjacent pavement, in order to differentiate between publicly and privately maintained land. Doors should not open out onto any public areas of pavement as this would contravene S153 of the Highways Act.

In addition to the above, it is likely that works occurring around the perimeter of the site and the carriageway will necessitate adjustments to existing traffic regulations and therefore a planning obligation will be required to fund the implementation of any adjustments to Traffic Regulation Orders (TROs) resulting from this development."

THE CITY DESIGN GROUP recommend refusal of planning permission and comment as follows; (the numerical references made in the text relate to the applicants Views Analysis).

"The site lies within the Bedminster town centre adjacent to the extended Bedminster Conservation Area outside the City Centre. It is acknowledged that the principle of residential and commercial development in this part of Bedminster has the potential to aid the process of regeneration of the area and commend the developer for their continued commitment and investment in this part of the city. We support the demolition of existing buildings including the DSS building, identified as having a negative impact on views within the Bedminster Conservation Area. We also accept that the site

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is in a sustainable location, close to the city centre with good public transport infrastructure including a train station connecting Temple Meads Station and hence support a high density proposal. The acceptability of a tall building in this location, outside the promoted area within the city centre is dependent on its compliance with SPD1 including its effect on the historic environment, townscape/landscape at a citywide as well as local level.

Whilst there may be scope for a high density proposal in accordance with core strategy policy BCS20, the proposals for a tall building of such height, scale, massing of such intensity does not satisfy criteria i, ii, iv, and x of SPD1 for a tall building and hence this application cannot be supported. It is acknowledged that the proposal through the pre-app stage has reorganised its built form to create a more direct public route through the site which is positive.

Urban Design Framework

SPD1 puts the onus on the scheme promoter to prepare an urban design framework and agree this with relevant stakeholder that can guide a co-ordinated pattern of land-use, transport, streets blocks, building heights etc. (Pg. 27, SPD1). This framework would be essential to set the context, bigger vision, basic parameters for this and future developments in this area. The proposals put forward are not based on such a framework but only concerned with the area in its ownership although not as part of any outline application or formal guidance.

The framework would not only help inform the benefits of reinstatement of lost historic street pattern to the setting of the Conservation area but also the appropriate response to the context in terms of its scale massing and disposition of built form. The proposals fails to take the opportunity to enable improvements to the areas by clearly defining public /private areas, improving safety by reinstating historic north south Routes (identified in the Character appraisal) and proposing buildings of appropriate height, scale and massing within a wider framework.

It is not evident from the design and access statement why a building of such a scale is the best means of implementing positive change. A detailed evaluation of providing a similar density level in an alternative urban form would be required to meet SPD1 criteria x

Impact of development

Height Scale and Massing and impact on views

It is recognised that there would need to be a substantial amount of built form to bring a viable development replacing the seven storey DSS building in this sustainable location. The predominant building height in the immediate surroundings is of buildings of 2 to 3 storeys. A tall building in this location is 6+ storeys or above (SPD1). The disposition of built form on both phases of the application, from 7 storeys to 16 storeys in a predominantly low scaled area (two-three storey) has a dramatic and negative effect on the receptor (people) and townscape including

1. The setting of the conservation area from: Views 27, 29 and 24, 26

The recently adopted Character Appraisal notes that negative features of the CA to include the destruction of the historic route structure north of Dalby Avenue, 1960s tower blocks and the redevelopments around East Street and Dalby Avenue and loss of views or sense of the local topography through over-scaled buildings. The proposals serve to reinforce and increase the negative features and harm key views identified in the Conservation Area Character Appraisal.

2. The character of the townscape/skyline of Bristol City or Centre affecting the city skyline and Windmill hill terraces in views from adjacent areas such as Windmill Hill area, Bedminster Station and Victoria Park: views 21, 24, 35, 07, and 04. The proposals present a visual

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barrier/ detraction in the foreground to views of the cityscape/ landscape and interrupts views of windmill hill terraces protruding significantly above the general townscape respectively.

This advice is in accordance with English Heritage, CAP, Bristol Civic Society, and substantiates concerns expressed in the BUDF letter (25th Feb 14) on the scale and form of the development. Further views are also requested to ascertain the impact from Dame Emily Park, St Johns Street, and footpath through green space near Bedminster Railway Bridge, Stillhouse Lane and entrance to Polden house on Alfred Road, Royal Crescent and Victoria Park Play area (other side of the trees).

Architectural Excellence

The development proposes a dramatic change of scale of 7 to 16 storey high buildings next to existing 2/3 storey buildings reinforcing the negative feature of the conservation area (including the former DSS building), the lack of coherency, juxtaposition and non-contextual adjacencies of built form. This would be evident in views along the Malago, Dalby Avenue, Stafford Street, Mill lane, St Catherine's place and the adjacent green space linking Windmill Hill The proposal does not effectively step down its massing to its neighbours or create a built form compatible with the existing adjacent buildings when perceived or experienced from street level. The scheme replaces the large unattractive DSS block with much large and bulkier buildings disregarding its context.

Notwithstanding the negative impact on the historic environment, townscape and views, the disposition of massing, its height and scale does not provide an elegant form, shape or silhouette that towers above the adjacent buildings, creating a negative landmark icon of the area. It appears bulky, blocks views of the city/ Windmill Hill terraces and is symbolic of a barrier with a harsh, uninviting edge.

Whilst the architectural articulation of its facades has a rationale of repetition, the combination of the organisation of its built form, height, large facades, materials, repeating details do not produce a building of architecture excellence of landmark qualities that may enhance or contribute positively to the townscape of the city or the setting of the conservation area. The northern and western elevation with extensive metal cladding is also of concern.

The proposals do not conform to SPD1 on Tall Buildings, the NPPF, Core Strategy BCS21, BCS22, DM26, DM27, DM29 and DM31. We urge the scheme promoter to reconsider their development proposals in line with this advice to bring forward a well-considered high density proposal that is based on a wider urban design framework, takes account of the immediate context including views and setting of the conservation area.

The revisions submitted by the applicant to address archaeological issues raises the building by 1.8m higher. In the context of a 16 storey building previously submitted, this does not change the impacts of the proposal which still continue to harm the townscape setting and character of the conservation area due to its excessive scale height and mass.

THE CITY ARCHAEOLOGIST following most recent revision of the scheme is satisfied that his concerns could be dealt with an appropriate schedule of conditions;

His initial observations were made following registration of the planning application and identified the potential for the location and significance of the Bedminster Water Mill, repeating views expressed at the pre application stage, In March this year, he wrote

"The site has high archaeological potential, largely relating to the presence of a former mill, which may date to as early as the 12th century and possibly be the same as the royal mill mentioned in a

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12th century charter. The study suggested that later adverse impacts upon any surviving archaeology may be relatively slight, although there will clearly have been adverse impact from the construction of the present buildings in the 1960s. However, this impact may be limited to the foundations of these buildings since there is no evidence for a basement".

The City Archaeologist is satisfied that the archaeological remains of the Water Mill found beneath the site are worthy of preservation and relevant matters could be dealt with by means of planning conditions. Following completion of the most recent works of evaluation conducted upon the open areas of the site in June of this year (limited of necessity to the geographical area of Phase 2 because of the presence of the existing DHSS building on the phase 1 area of the site) and subsequent revision of the scheme by the removal of the lower ground floor element. Suitable conditions will be required, in the event of a subsequent appeal, to allow for further archaeological investigation to take place and the preservation in situ of the potentially nationally important remains of the medieval water mill

THE SUSTAINABLE CITIES TEAM comment on the varied elements is as follows;

1. BCS 13 Climate change

Mitigation

The applicant has identified climate change mitigation measures to deliver a high energy efficiency development supported by a decentralised renewable low carbon energy supply.

Adaptation

The applicant has considered some elements of climate change adaptation such as built form, water conservation measures and minimising the impact of surface water flooding.

2. BCS 14 Sustainable energy

Energy efficiency

The applicant has considered and addressed the energy hierarchy, choosing optimal insulation and a combined heat & power district heating scheme fed by biomass, a renewable fuel. This should be commended and is welcomed in line with BCS 14. The applicant has submitted an energy table detailing the energy efficiency savings (29%) which will be achieved, which meets Policy. The applicant proposes U values which go beyond the current Building Regulations 2010 Part L requirements which meet Policy.

Renewable energy generation

The applicant plans to install a biomass fuelled CHP plant. The biomass CHP is treated both as an energy efficiency measure and as a renewable energy measure and therefore meets Policy. Following this morning's meeting, we welcome the plans to include a district heating network with possibilities of linking to South Bristol Baths.

We strongly recommend the applicant undertakes future proofing of the roof structures to enable the provision of solar PV in years to come (if not sooner).

1. BCS 15 Sustainable construction

By achieving the Code for Sustainable Homes Level 4 target, the applicant will address a number of the requirements for BCS15

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Flood resilience

The development demonstrates flood resilience through the location of less vulnerable services on the ground floor with residential above. The ground floor will be raised approximately 150mm above ground level to provide adequate protection from surface water flood risk"

THE SUSTAINABLE CITIES TEAM has also considered the existing and likely future incidence of air borne pollution allied to the location of the site and the scheme design and has no objection to the scheme on these grounds.

"I have reviewed the air quality assessment for this development which was carried out by Air Quality Consultants Ltd. The assessment methodology is robust and has followed appropriate national air quality assessment guidance in reaching the conclusions. The air quality at both existing receptors and the proposed receptors (i.e. location of residents in the proposed development) has been taken into account in the assessment.

A small worsening is being predicted in some locations within the air quality management area. Due to the uncertainty in the future vehicle emissions and the robust nature of the without emissions reduction assessment carried out, it is likely that in reality, all of the potential air quality impacts would be described as negligible for all modelled receptor locations. On balance, when looking at the sustainable location of the development in terms of access to the city centre and the negligible magnitude of the predicted impact, I would not object to the proposal on the grounds of impact on air quality. I would however support the requirement for provision of electric vehicle charging points in the proposed car park and provision to allow easy installation of additional charge points in the car park in the future"

THE POLLUTION CONTROL OFFICER has commented as follows;

"As discussed my main concerns are regarding the very high Laeq (Average) noise levels at the site and especially the Lamax levels which are consistently over 80dB and even as much as 100+ on some occasions.

They have outlined in the report that the Front Façade falls within the old PPG Category of C where permission should not normally be granted however with appropriate conditions and Sound Insulation and an Attenuated Ventilation Scheme (more details will be required) they may be able to be overcome these issues.

I understand that you are recommending refusal on other issues at this time and therefore specific condition are not required at this time. I feel that the Application make a good start at looking at the issues with noise at the site, however we will need further details on Sound Insulation especially to the windows. They may also wish to think about the layout of the premises so they keep habitable rooms away from the noisy front façade to protect the amenity of the proposed resident".

THE FLOOD RISK MANAGER has no objection and has commented as follows:-

"The applicant bases the proposed drainage on the assumption that the existing site is drained to the public sewer. This should be confirmed through a drainage survey. The use of lined permeable paving in car parking areas should be explored in order to provide water quality benefits and reduce the size of attenuation tank required.

If permission is granted please apply our standard condition to require a detailed drainage design to be approved before development begins"

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RELEVANT POLICIES

National Planning Policy Framework – March 2012**Bristol Local Plan, Adopted December 1997**

- ME4 Controlling the Impact of Noise
- ME5 Protection of Groundwater Supplies

Bristol Core Strategy (Adopted June 2011)

- BCS1 South Bristol
- BCS5 Housing Provision
- BCS7 Centres and Retailing
- BCS8 Delivering a Thriving Economy
- 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
- BCS22 Conservation and the Historic Environment
- 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
- DM4 Wheelchair accessible housing
- DM7 Town centre uses
- DM8 Shopping areas and frontages
- DM9 Local centres
- DM10 Food and drink uses and the evening economy
- DM14 The health impacts of development
- DM12 Retaining valuable employment sites
- DM19 Development and nature conservation
- DM15 Green infrastructure provision
- DM16 Open space for recreation
- DM35 Noise mitigation
- DM23 Transport development management
- DM26 Local character and distinctiveness
- DM27 Layout and form
- DM28 Public realm
- DM29 Design of new buildings
- DM31 Heritage assets
- DM32 Recycling and refuse provision in new development
- DM33 Pollution control, air quality and water quality
- DM34 Contaminated land

Supplementary Planning Documents

- SPD1 Tall Buildings (January 2005)
- SPD5 Sustainable Design and Construction (February 2006)
- SPD6 Economic Benefits from New Development (October 2005)
- SPD7 Archaeology and Development (March 2006)

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Planning Obligations - Supplementary Planning Document - Adopted 27 Sept 2012

Supplementary Planning Guidance

PAN 15 Responding to Local Character - a Design Guide (1998)

Bedminster Conservation Area Character Appraisal

RECOMMENDED REFUSE

The following reason(s) for refusal are associated with this decision:

Reason(s)

1. The proposed development by reason of the combination of its excessive height, scale and massing results in a built form that would fail to relate to the context of the area's character, identity and local distinctiveness, to the detriment of the townscape of Bristol and views across the city. Furthermore it fails to preserve or enhance the setting and character of the adjacent Bedminster Conservation Area. The proposals are contrary to policy BCS21, BCS22, of the Bristol Development Framework: Core Strategy (June 2011) DM 26, DM 27, DM29 and DM 31 of the Bristol Local Plan, Site Allocations and Development Management Policies (Adopted July 2014), SPD1 Tall buildings (adopted January 2005) and the Bedminster Conservation Area Character Appraisal (adopted Dec 2013) and Section 7 and 12 of the NPPF.
2. The proposed development does not include an appropriate package of obligations to mitigate its impact on the highway network and to provide for a viability review in respect of the provision of affordable housing. The proposals are therefore contrary to the following policies: Core Strategy Policy BCS11 - Infrastructure and Developer Contributions' Core Strategy Policy BCS17 - Affordable Housing Provision, Development Management Policy DM23 - Transport Development Management, Development Management Policy DM24 and Planning Obligations Supplementary Planning Document

Advice(s)

1. Refused Applications Deposited Plans/Documents

The plans that were formally considered as part of the above application are as follows:-

Planning Statement, received 14 February 2014

Design & access statement, received 14 February 2014

Air quality, received 14 February 2014

Arboriculture, received 14 February 2014

Archaeological, received 14 February 2014

Contamination & geotechnical, received 14 February 2014

Drainage, received 14 February 2014

Energy, received 14 February 2014

Flood risk, received 14 February 2014

Noise, received 14 February 2014

Sustainability, received 14 February 2014

Travel, received 14 February 2014

Transport, received 14 February 2014

Planning supporting statement, received 14 February 2014

Statement of community involvement, received 14 February 2014

Economic statement, received 14 February 2014

Health impact statement, received 14 February 2014

Affordable housing statement, received 14 February 2014

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Heads of Terms, received 14 February 2014
Appendix 1 - views analysis, received 14 February 2014
L(00)001 Site location plan, received
L(00)003 B Phase 01 site boundary, received 14 February 2014
L(00)004 B Phase 01 & 02 site boundary, received 14 February 2014
L(00)010 IJ Ground floor layout, received 15 July 2014
L(00)020 D Site elevations, received 15 July 2014
L(00)021 B Site elevations, received 15 July 2014
L(00)100 H Block A - ground floor plan, received 14 February 2014
L(00)101 H Block B - first floor plan, received 14 February 2014
L(00)102 F Block A - second floor plan, received 14 February 2014
L(00)103 D Block A - third floor plan, received 14 February 2014
L(00)104 D Block A - fourth floor plan, received 14 February 2014
L(00)105 D Block A - fifth floor plan, received 14 February 2014
L(00)106 G Block A - sixth floor plan, received 14 February 2014
L(00)107 D Block A - seventh floor plan, received 14 February 2014
L(00)108 D Block A - eighth floor plan, received 14 February 2014
L(00)109 B Block A - roof plan, received 14 February 2014
L(00)110 C Block A elevations north, received 14 February 2014
L(00)111 C Block A elevations north east, received 14 February 2014
L(00)112 B Block A elevation south east, received 14 February 2014
L(00)113 B Block A elevation west, received 14 February 2014
L(00)114 B Block A elevation east, received 14 February 2014
L(00)150 A Block A - section AA, received 14 February 2014
L(00)151 A Block A - section BB, received 14 February 2014
L(00)200 C Block B - ground floor plan, received 15 July 2014
L(00)201 B Block B - first floor level, received 14 February 2014
L(00)202 C Block B - second floor level, received 14 February 2014
L(00)203 C Block B - third floor level, received 14 February 2014
L(00)204 C Block B - fourth floor level, received 14 February 2014
L(00)205 C Block B - fifth floor level, received 14 February 2014
L(00)206 C Block B - sixth floor level, received 14 February 2014
L(00)207 C Block B seventh floor level, received 14 February 2014
L(00)208 C Block B eighth floor level, received 14 February 2014
L(00)209 C Block B ninth floor level, received 14 February 2014
L(00)210 C Block B tenth floor level, received 14 February 2014
L(00)211 C Block B eleventh floor level, received 14 February 2014
L(00)212 C Block B twelfth floor level, received 14 February 2014
L(00)213 C Block B thirteenth floor plan, received 14 February 2014
L(00)214 C Block B fourteenth floor plan, received 14 February 2014
L(00)215 C Block B fifteenth floor level, received 14 February 2014
L(00)216 A Block B roof level, received 14 February 2014
L(00)220 A Block B lower ground level, received 14 February 2014
L(00)230 B Block B elevation north, received 14 February 2014
L(00)231 C Block B elevation south, received 15 July 2014
L(00)232 C Block B elevation east, received 15 July 2014
L(00)233 C Block B elevation west, received 15 July 2014
L(00)250 B Block B - section AA, received 15 July 2014
L(00)251 B Block B - section BB, received 15 July 2014
L(00)252 B Block B - section CC, received 15 July 2014
L(00)253 A Block B - section DD, received 14 February 2014

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BACKGROUND PAPERS

Aspect360 Ltd (Agent)	6 September 2014
Air Quality	8 August 2014
Archaeology Team	19 March 2014
Contaminated Land Environmental Protection	29 July 2014
English Heritage	6 March 2014
Civil Protection Unit	27 February 2014
Flood Risk Manager	20 March 2014
Highways Agency	27 February 2014
Pollution Control	13 August 2014
Sustainable Cities Team	8 August 2013
Transport Development Management	8 August 2014
Urban Design	13 August 2014
Bristol Civic Society	10 March 2014

SOUTH OF EAST STREET VISION

SKETCH FRAMEWORK 09.06.14

SUMMARY



Reveal, restore and enhance the shopping area so that it makes a positive contribution to the wider Bedminster and East street Area.

Redevelop the area with a residential focus that complements the diversity of the locality.

Take advantage of the sustainable location with its proximity to the city centre and excellent public transport infrastructure.

Bring density and intensification into the area that will support sustainable economic growth to Bedminster.

Propose ambitious new buildings that act as a catalyst for regeneration.

Create vibrant destinations and public spaces.

Open up and make a permeable urban district.

1.1 CONTEXT: SURROUNDINGS



air photo from South West

1.2 CONTEXT: SURROUNDINGS

The site lies to the South of the proposed Bedminster Conservation Area which brings together and extends the existing Bedminster and Bedminster West Conservation Areas.

The unique character of Bedminster derives from its surviving historic route structure with a wide and varied building stock that chronicles the area's evolution from a settlement outside the city limits into an industrial extension of the city of Bristol.

The character areas closest to the site that have been considered in development of the proposed scheme are;

The Bedminster Parade Character Area to the North of the site is representative of the old route from the South West into the city of Bristol which is a continuation of East Street. This commercial route is the centre of Bedminster and can be characterised by ground floor retail set in a range predominantly Victorian buildings.

Key buildings include the former Wills Factory at the Southern end of the parade, Former Bedminster Police Station, and Grant Bradley (Former Free Library). The diverse range of building types, underpinned by a broadly commercial character, is indicative of the variety of activity that Bedminster had;

The East Street Character area forms the western continuation of the historic route out of Bristol towards West Street and the southwest.

The street is the major retail and commercial hub for Bedminster, lined by shops and pubs in a continual terrace. It has restricted vehicular access which was created when Dalby Avenue was punched through at the Lombard Street/East Street junction to join Malago Road, which effectively creates a by-pass for East Street.

There are currently no listed buildings within this character area.

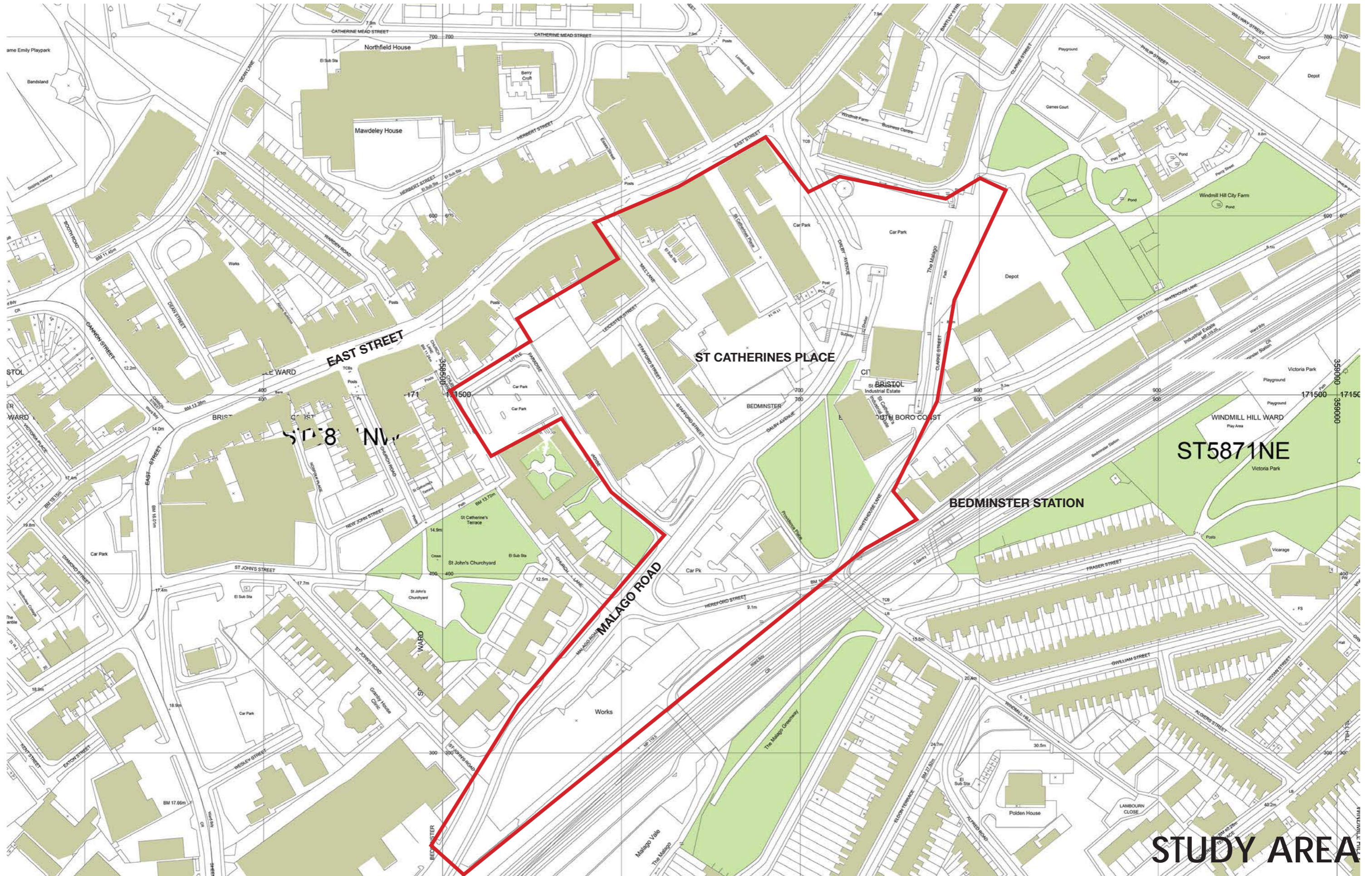


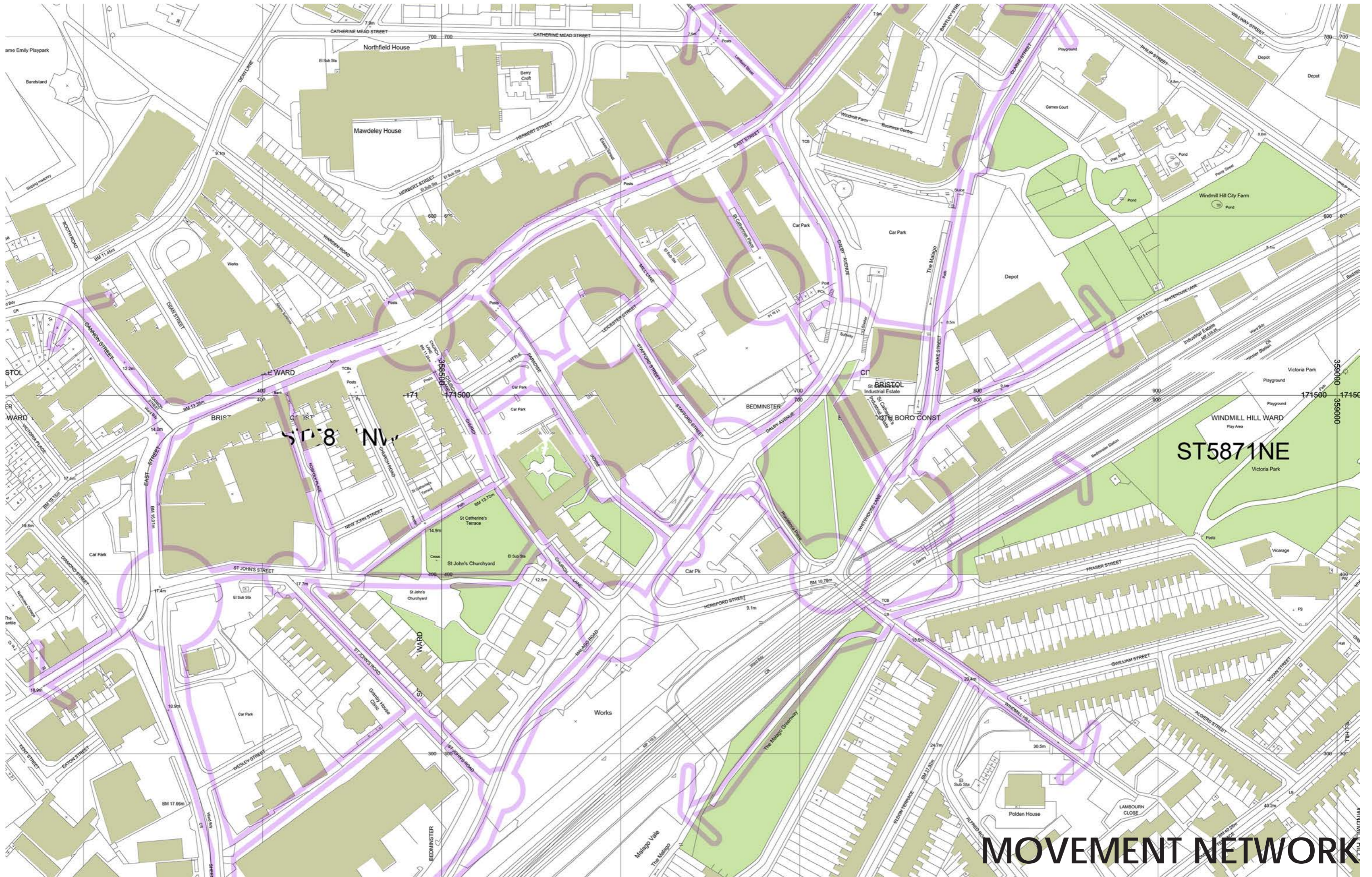
1.3 CONTEXT: DALBY AVENUE

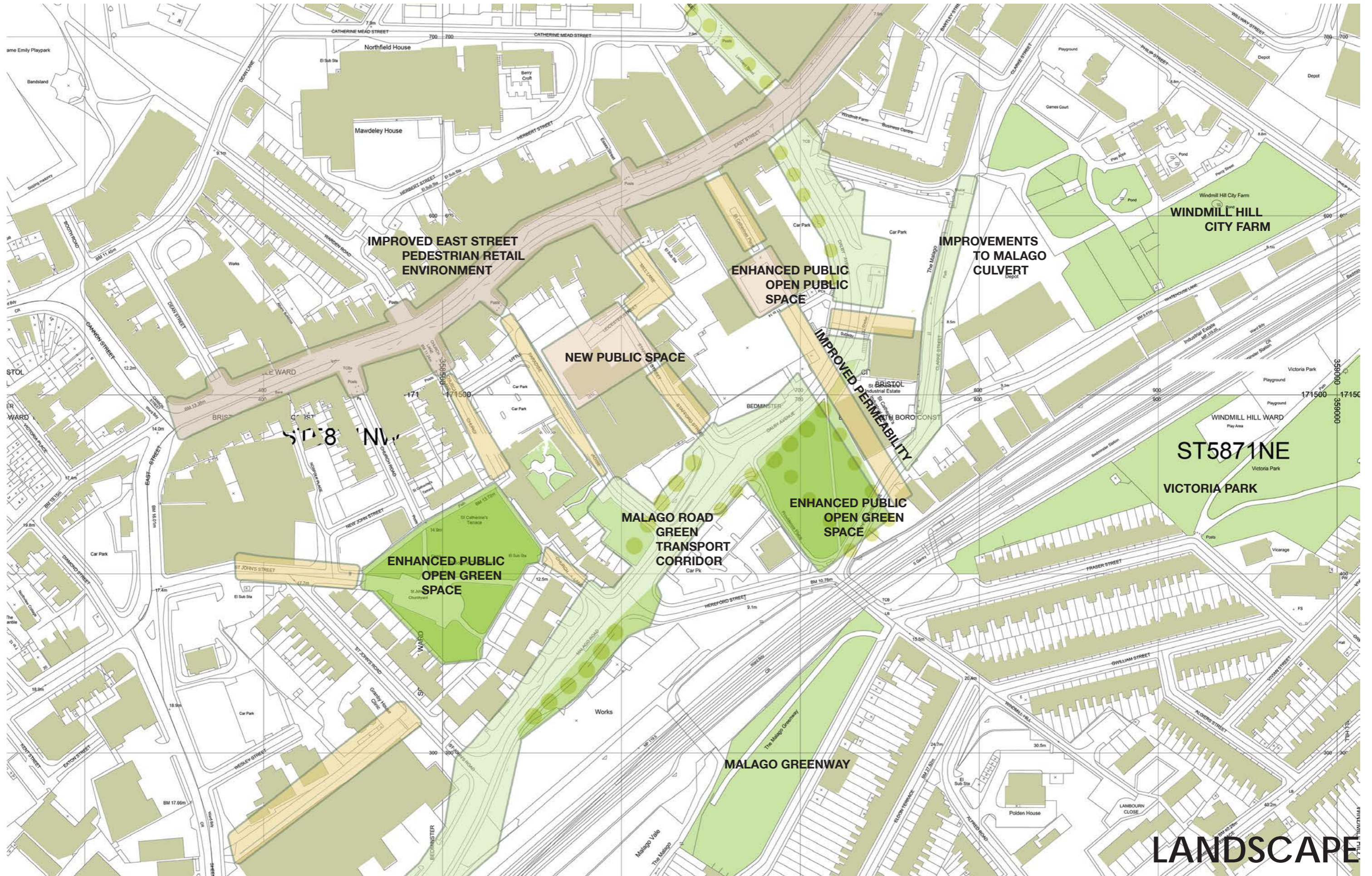


1.4 CONTEXT: EAST STREET

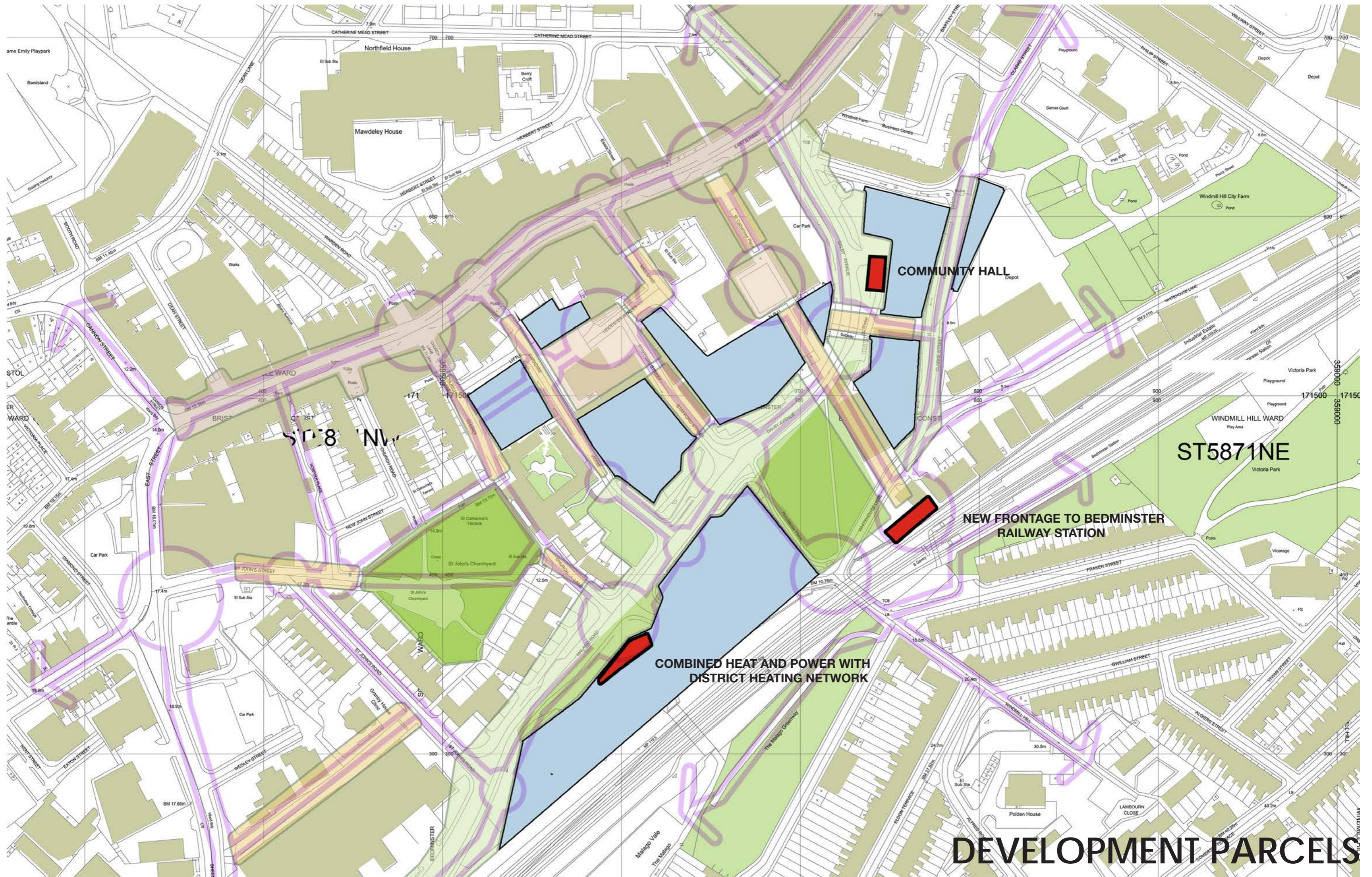









LANDSCAPE





St Catherine's Place Bedminster, Bristol

Viability Appraisal Review

Prepared on behalf of
Bristol City Council

June 2014

Ref: JSRC / 78280

alder king

PROPERTY CONSULTANTS





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1.0 Introduction

Alder King is instructed by Bristol City Council to undertake a review of the Residential Development Appraisal and associated information submitted in connection with a planning application for the proposed redevelopment at St Catherine's Place, Bedminster, Bristol.

Our instructions are to assess the VA submitted by the applicant and verify the level of affordable housing provision and /or Section 106 contributions (S106) the scheme is able to support.

To inform the assessment of the scheme's overall viability, Alder King has undertaken a review of the Existing Use Value of the site.


Alder King has appointed Ward Williams Associates (WWA) to assess the Feasibility Cost Plan (Cubix, November 2013) submitted by the applicant.

Our Approach

We set out our report under the following numbered headings:

- ▶ Section 2: Background and description of proposed development
- ▶ Section 3: Viability methodology and approach
- ▶ Section 4: Review of appraisal assumptions and inputs
- ▶ Section 5: Viability assessment summary
- ▶ Section 6: Notes

We have adopted an approach whereby if we believe the inputs used within the VA submitted by Urbis are within a reasonable margin of our views then we have not sought to challenge these differences.



Where these lie outside the anticipated margin or further clarification is required, this is commented on within the text. Discussions and correspondence from Urbis has sought to clarify the queries raised.

We would add that where we have not commented on some aspects of Urbis's Residential Development Appraisal, the supporting cost plan and associated documents, this does not mean we agree or disagree with Urbis, the Applicant or its advisors.

This report has been produced for the purpose of assessing the viability of the proposed application scheme only and it does not constitute a formal valuation. The advice contained in this report is exempt from the current RICS Valuation Standards – Global and UK (the Red Book). We reserve the right to update, amend or vary our advice should the matter progress to a Planning Appeal Hearing or Inquiry.

This Report is confidential to the Council and their advisors. No party other than the Client is entitled to rely on this Report for any purpose whatsoever and we accept no responsibility or liability to any party other than the Client in respect of the contents of this Report. This Report must not, save as expressly provided for in our terms of engagement, be recited or referred to in any document, or copied or made available (in whole or in part) to any other person without our express prior written consent.

2.0 Background and Description of Proposed Development

Location

The 0.39ha (0.96 acre) site is located to the east of Dalby Avenue within Bedminster. The site comprises a 1960s vacant 7 storey office block with retail units on the ground floor.

Current planning application and Proposed Scheme

The current application (ref. 13/05616/P) proposes:

“Hybrid outline application for demolition of existing buildings on the site and phased redevelopment of site, comprising full application for Phase 1 and outline application for Phase 2. Full details provided for Phase 1 comprising: up to 45 residential units in a ground plus 8 storeys building, with up to 401.9 sq m GIA of flexible commercial floorspace (falling within Use Classes A1 - A5, B1 and D1) at ground floor level and associated space, cycle storage, refuse storage, plant, servicing, ancillary storage, public realm at lower ground floor and ground floor level.

Outline details for Phase 2 to comprise up to 143 residential units in a building up to ground plus 15 storeys in height and 203.5 sq m GIA of flexible commercial floorspace (falling within Use Classes A1 - A5, B1 and D1) at ground floor level and associated space for parking, cycle parking, refuse storage, plant, servicing, ancillary storage lower ground floor and ground floor level”

Information received from Urbis

In undertaking our review we have had regard to guidance and policy contained within the following:

- ▶ National Planning Policy Framework (“NPPF”) (March 2012)
- ▶ Bristol Core Strategy (June 2011)
- ▶ Bristol Local Plan (1997)
- ▶ Royal Institution of Chartered Surveyors (RICS) Guidance Note: “Financial Viability in Planning” (published August 2012) (“the RICS GN”)
- ▶ Other relevant best practice guidance

In undertaking this assessment, we have reviewed the following information:

- ▶ Planning Support Statement – St Catherine’s Place (Aspect 360, January 2014)
- ▶ Residential Development Appraisal – SCP Current Scheme (Urbis, December 2013)
- ▶ Feasibility Cost Plan - Issue 2 (Cubix, November 2013)
- ▶ Valuation Report – St Catherine’s Place Shopping Centre (Cushman and Wakefield, January 2013).

We have been in contact with Urbis to discuss the methodology and appraisal inputs adopted. Whilst we have relied on the information provided to us we have also had regard to our own market knowledge and research.

3.0 Viability Methodology and Approach

Summary

The Royal Institution of Chartered Surveyors (RICS) published a Guidance Note titled 'Financial Viability in Planning' in August 2012. The Guidance provides a definition of financial viability for the purposes of town planning decisions:

“An objective financial viability test of the ability of a development project to meet its costs, including the cost of planning obligations, whilst ensuring an appropriate site value for the landowner and a market risk-adjusted return to the developer in delivering that project”.

The usual test applied in establishing whether a planning gain package (including Affordable Housing) is viable, is to consider whether the residual site value of the proposed scheme exceeds the benchmark Site Value of the property. If it does, there is financial headroom for (either or both) Developer Contributions and/or Affordable Housing. If it does not, there is no financial headroom and thus there is no viability for a planning gain package to be included.

To inform the assessment of the scheme's overall viability, WWA Quantity Surveyors have reviewed the Feasibility Cost Plan produced by Cubix.

4.0 Review of appraisal assumptions and inputs

In this section we review the value and construction cost inputs of the appraisals within Urbis's Residential Development (Appendix 1). Urbis has undertaken an appraisal of a non-policy compliant scheme, which accommodates a [REDACTED] Community Infrastructure Levy (CIL) payment and makes no allowance for affordable housing.

Site Value

The development appraisal produced by Urbis adopts a site value of [REDACTED] which appears to be based upon the January 2013 Valuation undertaken by Cushman and Wakefield.

Site disposals of a similar scale and nature to the application site have been scarce in recent years. In order to assess the site value, consideration has been given to planning policy compliant uses and existing use rights.

It is considered that the existing office building given its scale, high level of vacancy, its poor condition and tertiary location (in terms of the City's office market), is unlikely to present an economically viable refurbishment opportunity.

On this basis, the site value has been assessed as a trade counter/quasi retail and/or retail development site.

A Site Value of [REDACTED] has been adopted.

Residential Value Assumptions

Urbis has provided a summary of the unit sales for Blocks A, B and C and floorspace adopted within their appraisal with values ranging between [REDACTED] for the 1 bed apartments, [REDACTED] for the 2 bed apartments and [REDACTED] for the 2 bed duplex units.

The Urbis appraisal and unit sales summary is enclosed at Appendix 1.

It is noted that Unit 9.1 (a 2 bed flat of 71.07m² /765.04 sq ft) within Block B of the scheme appears to have been incorrectly valued at [REDACTED]. The 14 other 2 bed units of this size have been valued at [REDACTED]. This appears to be an appraisal input error.

We have considered the evidence presented, sought advice from a number of local estate agents active with the locality and reviewed our own databases and sought clarification from Urbis.

Alder King has adopted sales values for the 1 bed apartments which represent a 5% increase on Urbis' figures, it is considered that the sales values adopted for the 2 bed apartments reflect current market conditions and activity.

The 'correction' of the sales value of Unit 9.1 and the increase in 1 bed flat values has resulted in an overall reduction of the scheme's GDV of [REDACTED].

Sales Rates

It is considered that, in the current market, a sales rate of between 3-5 units per month could be achieved. A rate of 4 units per month has been adopted by Alder King.

Ground rent

The GDV of the ground rental income stream has been assessed at [REDACTED] per unit one bed and is based on an investment yield of 6% equating to an additional ground rent capital value of [REDACTED]

Construction Cost

Urbis' Development Appraisal has been informed by a Feasibility Cost Plan produced by Cubix. This elemental cost plan has been reviewed and assessed by WWA on behalf of Alder King. WWA's 'Review of Developer Feasibility' is enclosed at Appendix 2. The key conclusions of the report, adopted by Alder King, are summarised below:

Unit Build Cost

- ▶ The overall construction cost levels advised by Cubix are considered to be in the expected range for a property of this nature.
- ▶ Checks have been undertaken on the quantities and areas used within the cost plan. These were generally found to be accurate and in accordance with the scheme drawing provided in support of the development proposals.
- ▶ Accordingly, Alder King has adopted the unit build cost of [REDACTED] [REDACTED] identified within the Cubix Report.

Build Cost Contingency

- ▶ The Cubix Cost Plan adopts a project contingency of [REDACTED]. Whilst WWA do not have any comment or concerns regarding this [REDACTED] allowance, it is noted that this sum has not been transferred to the development appraisal. WWA are of the opinion that the development appraisal should include the contingency cost.

Water main


- ▶ The works to the existing water main of [REDACTED] do not appear to have been transferred to the development appraisal. These costs should be included within the appraisal.

Sound Attenuation

- ▶ Little or no provision has been included in the rates for robust detailing with particular reference to sound attenuation between apartments. The rates for internal partitions/party walls at [REDACTED] and for ceilings to the flats at [REDACTED] would only allow for the most basic of finished without sound attenuation measures. As an approximate guide, we would anticipate party walls to be priced in the range of [REDACTED] and ceiling designed for sound attenuation between apartments to be priced in the range of [REDACTED]. This would add [REDACTED] to the construction cost estimate.

Unit and communal fit out costs

- ▶ Kitchen fit out costs including white goods are stated at [REDACTED] each for open market apartments and [REDACTED] each for affordable units. We question a) the adequacy of the budget provision and b) the differential between open market and affordable. WWA advise that a cost of [REDACTED] should be allowed for.
- ▶ The allowance for communal fixtures and fittings, i.e. signage, post racking etc at [REDACTED] per block is inadequate. It is anticipated that a figure in the region of [REDACTED] per block would be suitable.
- ▶ The sprinkler system allowance of [REDACTED]/apartment has been excluded from Block A. This would represent an [REDACTED] addition to the cost plan.



The Feasibility Cost Plan produced by Cubix identifies a construction costs for the semi basement car park of [REDACTED]. This figure has been adopted within Alder King's appraisal.

Community Infrastructure Levy

The Development Appraisal produced by Urbis allows for a CIL payment of [REDACTED]. Bristol City Council (BCC) has confirmed that this figure is incorrect and has advised that the correct CIL for the application scheme is £801,097.38, comprising:

- ▶ Block A - £269,629.82
- ▶ Block B - £531,467.56

Alder King has adopted a CIL payment of £801,097.38.


Marketing and Disposal Fees

Marketing costs of [REDACTED] of open market revenues, agent's fees of [REDACTED] and legal fees of [REDACTED] have been adopted.

Finance

The Urbis appraisal includes three forms of finance cost:

- ▶ Bank fees (loan costs) - [REDACTED]
- ▶ Interest on Conditional funding - [REDACTED]
- ▶ Bank exit fee - [REDACTED]



The RICS financial viability in planning evidence note states that in undertaking a viability appraisal, “benefits or disbenefits that are unique to the applicant, whether landowner, developer or both” should be disregarded. The Guidance Note specifically identifies internal financing arrangements as an example of one such appraisal input.

A finance rate of ■■■ has been allowed for and applied to the land costs, along with all the development costs of net sales receipts. In the current market, a typical finance package from mainstream banks will include an arrangement fee representing ■■■ of the maximum cash flow borrowing.

The finance cost and arrangement fee total ■■■■■■

Profit Margin

A target return of ■■■■ of costs has been adopted within the Urbis appraisal. It is considered that this is an appropriate profit level for this Scheme.

5.0 Viability Assessment Summary

We have reviewed the methodology, sales values and construction / development costs adopted within Urbis's development appraisal in the previous sections and set out below a summary of the assessment.

Following our research and the detailed assessments undertaken we are of the opinion that the proposed scheme comprising 188 units is currently unviable.


On the basis of the inputs described above, Alder King's appraisal produces a residual site value of minus [REDACTED].

This substantial deficit is primarily due to:

- ▶ a reduction in the GDV of the proposed scheme, due to an incorrect input within the Urbis appraisal;
- ▶ the inclusion of a developer's contingency; and
- ▶ increased and 'new' development costs.

The above cost items (contingency and increased and 'new' development costs were included within the applicant's cost report, produced by Cubix, but omitted from the submitted development appraisal).

The review of the elemental conversion/build costs undertaken by WWA confirms that the construction cost proposed for the proposed development (notwithstanding the specific cost items identified) is reasonable given the level of information provided.



As stated above, in accordance with the RICS Guidance the test to be applied in establishing whether a planning gain package is viable is to consider whether residual site value of the proposed development scheme exceeds the Site Value of the existing buildings and site. If it does, there is financial headroom for Developer Contributions and/or Affordable Housing.

A formal valuation of the existing site has not been undertaken. It is considered that the existing office building given its scale, high level of vacancy, its poor condition and tertiary location (in terms of the City's office market), is unlikely to present an economically viable refurbishment opportunity.

On this basis, the Site Value has been assessed as a trade counter/quasi retail and/or retail development site and a Site Value of [REDACTED] has been adopted

Therefore, with the residual value estimated to be minus [REDACTED], there is a viability 'gap' in the region of £3.596m

It is therefore considered that the proposed scheme, in the current market, is not able to accommodate an affordable housing contribution.

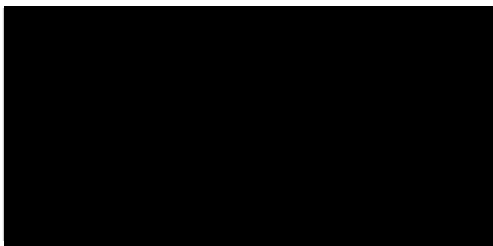
However, as this is a multi-phase scheme, it is possible that Block B (for which outline consent only is sought) may not come forward for a number of years, during which time local property market conditions may change. It is therefore recommended that a further review of scheme viability is undertaken prior to the commencement of Block B to ascertain whether the viability of the scheme has improved to the point whereby an affordable housing contribution can be accommodated.

I trust this report deals with the issues as required but please do not hesitate to contact me if you have any queries or require any further assistance.

6.0 Notes

This report should be read as a whole so that no part may be taken out of context. Neither the whole nor any part of this report, or any reference to it, may be included in any published document, circular or statement in any way without the written approval of Alder King as to the form and context in which it may appear.

Alder King accepts no responsibility whatsoever to any other person or third party who, choosing to rely upon this report, will do so entirely at their own risk. This applies even to a person or third party who pays the client for this report. Any right of any person to enforce Alder King's responsibility under the agreed terms and conditions of engagement pursuant to the Contract (Rights of Third Parties) Act 1999 are excluded.



**JSR Chaffer MRTPI MRICS
PARTNER**

**For and on Behalf of
ALDER KING LLP**

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BRISTOL URBAN DESIGN FORUM

Bristol Urban Design Forum

c/o The Architecture Centre
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Tel: 0117 922 1540
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budf@architecturecentre.co.uk
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Origin 3 Studio
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For the attention of Mr David Rhodes

25 February 2014

Dear Mr Rhodes

**Re: Bristol Urban Design Forum, Design Review 10 February 2014 – Review No. 01/14
St Catherine’s Place Shopping Centre, East Street, Bedminster**

Thank you for bringing your scheme to the Panel for a third review. We understand that the current version is now being submitted for planning consideration.

Whereas the scheme is large scale, representing a significant volume of development - similar to that of the Robinson Building, Asda and the Library - the Panel were unanimous in their view that this level of ambition may well be appropriate for this site. There were concerns, however, which we discussed with you, with the scale of the blocks and consequent over-shadowing of the site.

Your proposal is a challenging intervention both close to the new Conservation Area and in clear view of a large number of houses and businesses in the area and beyond.

It was felt, nonetheless, that it has the potential to create a much-needed ‘sense of place’ around St Catherine’s Place. It could have therefore the potential to kick-start similar levels of investment and development along this unloved boundary to Bedminster.

Our letter, following the previous presentation on the 14 October 2014, called for a ‘movement strategy’. Whereas you did not present this, the Panel was of the opinion that your response in relation to the pedestrian domain is now satisfactory.

In addition, the Panel felt that your architect had responded well to the points made in the letter and wish to record the following:

- The Panel welcomed your thoughts about the future of the remainder of this site and how this scheme could establish a regenerative effect on nearby sites, to the economic and physical benefit of the area. It would appear that the regenerative effect on the local economy could thereby be further enhanced.

ctd over/

BRISTOL URBAN DESIGN FORUM

2/

- The particular reason for the above is that this scheme, though audacious, has a place-making effect, which will bring a new identity to an otherwise forgotten hinterland that sits between the boundary of the recently created Conservation Area, a green corridor and a railway line. It also has a 'gateway' effect as traffic enters the city and begins to overcome the all-too-evident feeling of Malago Road/Dalby Avenue as a 'back-lands bypass'.
- The enhanced pedestrian route through the site is good in that it is inviting, will have new shops (plus the existing supermarket on a renewed lease) and directly relates to East Street. However, it would be beneficial for this latter relationship to be enhanced in the form and location of the entrance in the future if possible. It is understood that the area will be open to the public at all times in future.
- The quality of the architecture is evident in your presentation, which is welcomed. However, the Panel is keen that this clarity and boldness is not eroded through the design development and construction process.

You referred to other key features, which add benefit to the scheme. These include the relocation of the public toilets; extensive landscape improvement; a CHP scheme with biomass boiler; and a broadening of the shopping offer. As before, the design quality of these elements needs to be of the highest order.

The fact that you are aiming to create new homes and several extra shop units in this area will no doubt have a major impact and it could be envisaged, if your design evolves along its current lines, that this will reinforce the efforts being made by the local business community to regenerate the area.

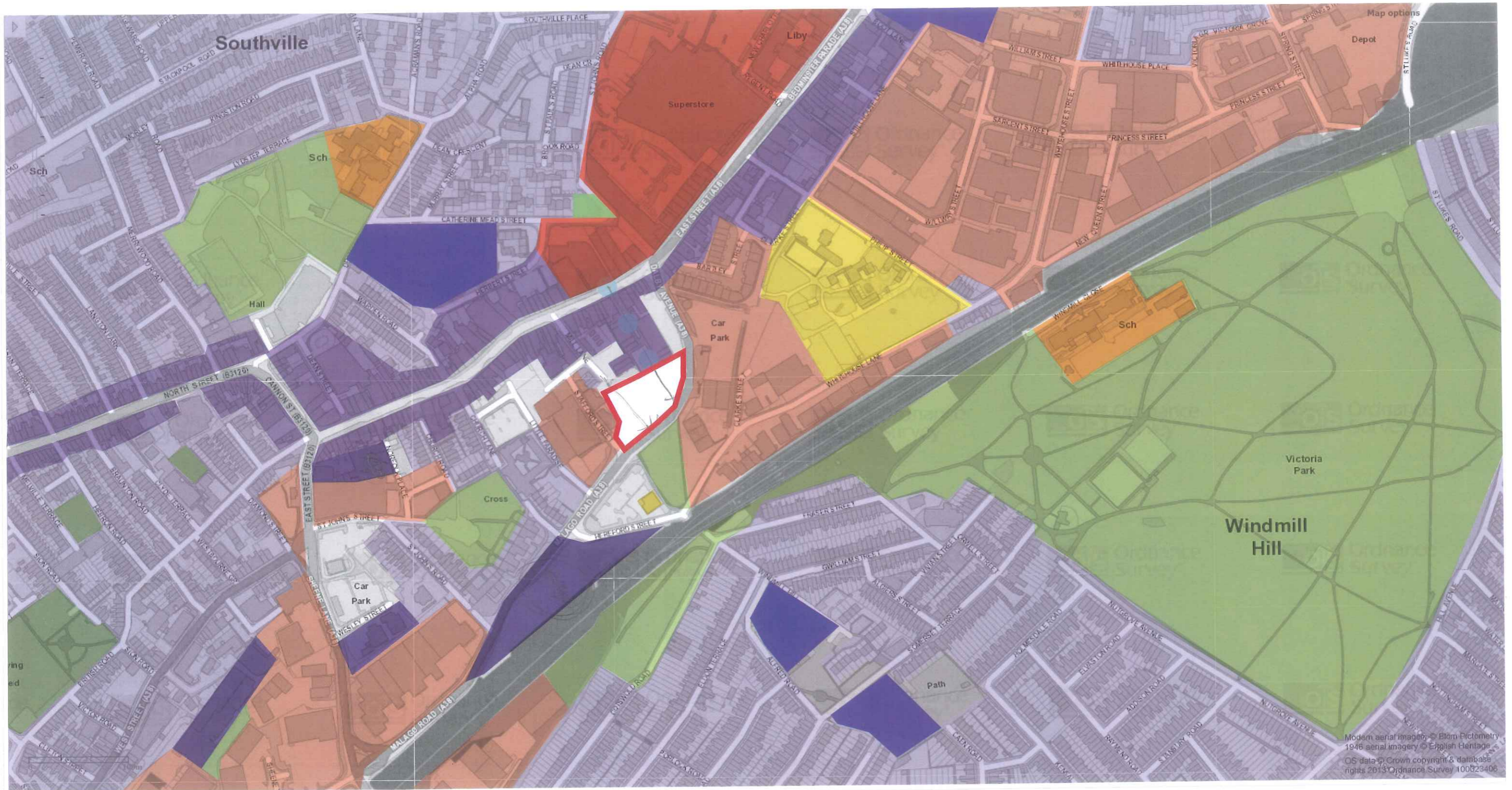
However, the scale and form remain contentious issues. Whereas the Panel was accepting of your efforts to ensure the architecture was both attractive and of reasonable quality, the 'viability' argument per se is not sufficiently convincing in itself. Therefore key questions remain to be addressed, including how this scheme relates to and enhances the Conservation Area and why building at such a scale is the best means of implementing positive change in this fragmented neighbourhood.

Yours sincerely

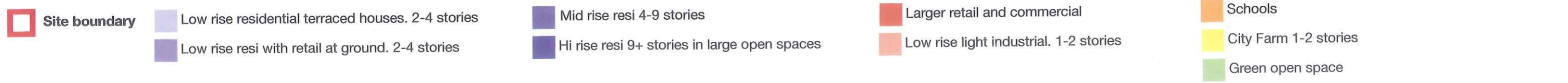
Geoff Haslam RIBA
Co-Chair Design Review Panel, Bristol Urban Design Forum

cc: Bristol City Council Planning
BUDF website

2.2 SITE AND CONTEXT APPRAISAL



LAND USE AND INDICATIVE HEIGHT DIAGRAM



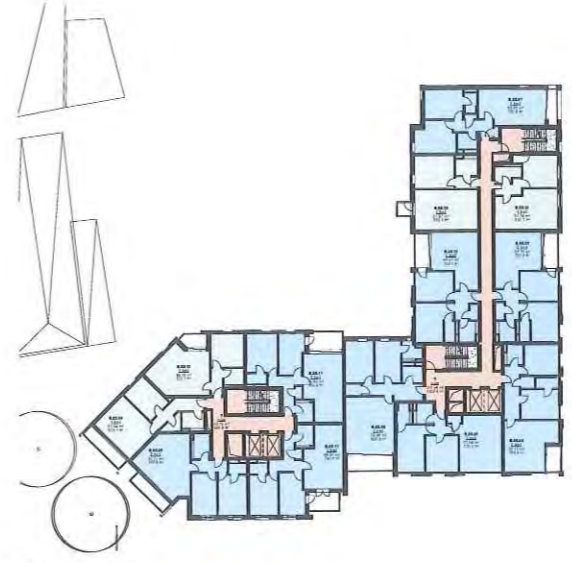
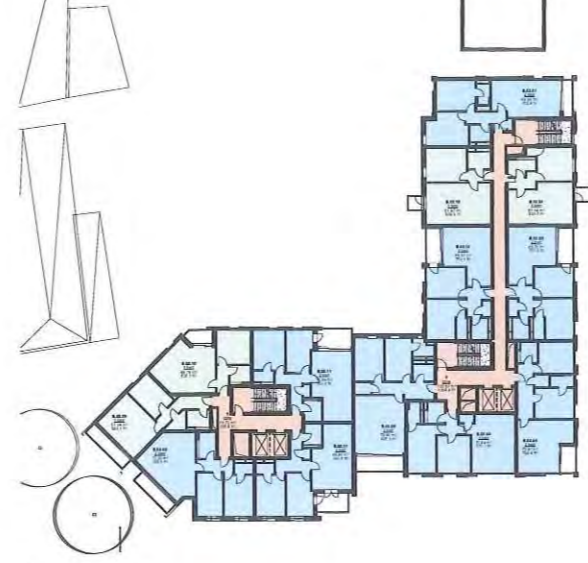
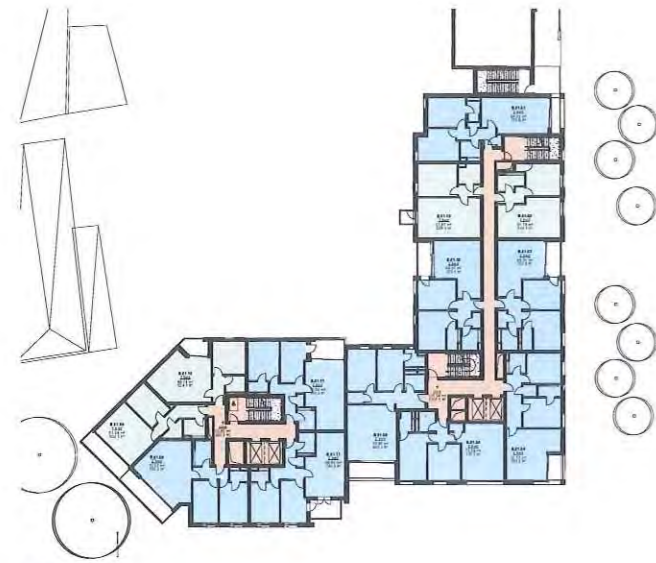


5.3 USE AND AMOUNT

- One Bed Units
- Two Bed Units
- Duplex 2 bed units

- Ancillary
- Commercial
- Plant

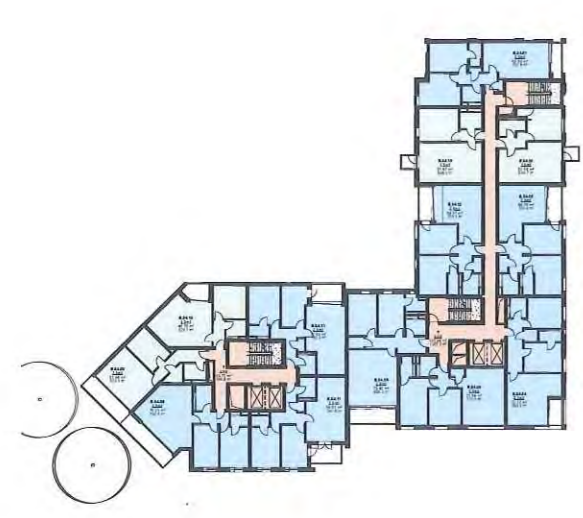
- Car Parking and storage



First Floor

Second Floor

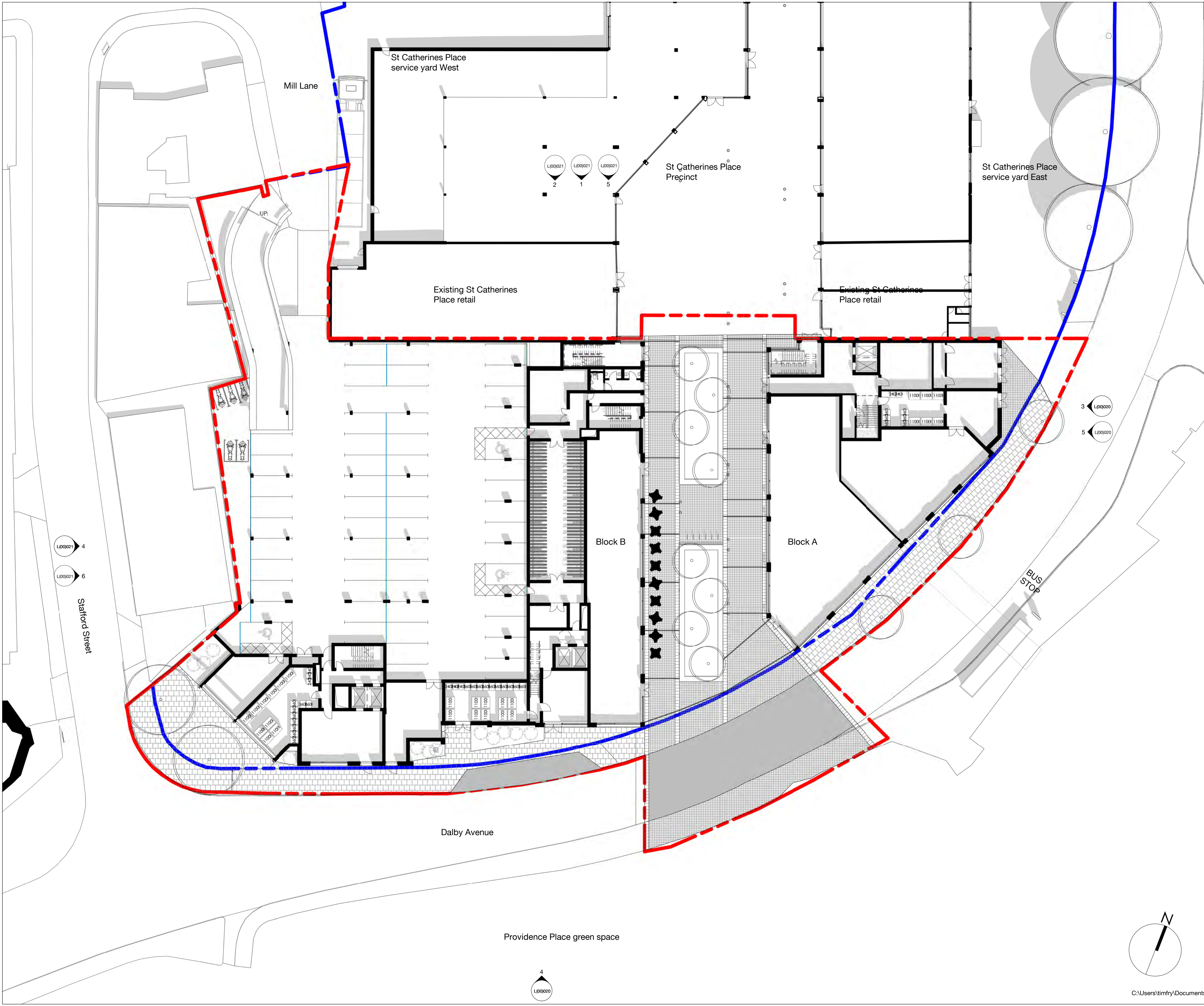
Third Floor



Fourth Floor

Fifth Floor

Sixth Floor



Notes:

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● SITE BOUNDARY

J	Block B raised 1800mm	TF	23/06/14
I	Planning	TF	16.12.13
H	Pre planning issue	TF	28.11.13
G	issue to hydroc	TF	18/11/13
F	General update	DR	06.08.13
E	updated to comments	DR	12.09.12
D	service and carparking revised	DR	07.09.12
C	updated to comments	DR	23.08.12
B	design development	DR	07.08.12
A	Large retail unit amended to 4500sqft	RG	06.07.12

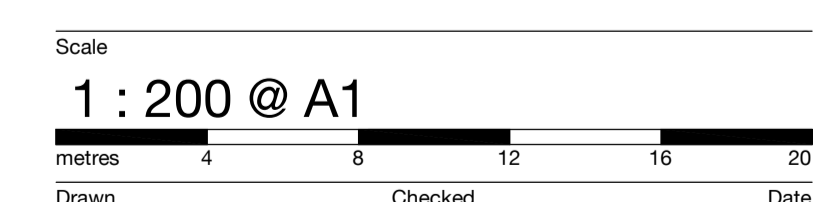
Rev	Revision Details	Dr	Date
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Client's Name
Urbis Development

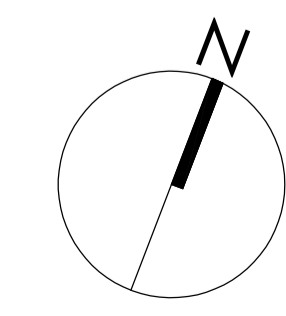
Job Title
St Catherines Place

Drawing Title
Ground Floor Layout



Drawn	Checked	Date
RG	RG	29.06.12
Job No	Drawing No	Rev
3025	L(00)010	J
Status		

Stage 3 - Concept Design





Site Elevation - East

1 : 250



Site Elevation - South

1 : 250

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D	Block B raised 1800mm	TF	23/06/14
C	Planning	TF	16.12.13
B	General update	DR	06.08.13
A	updated to comments	DR	23.08.12

Rev	Revision Details	Dr	Date
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RIBA

Chartered Practitioner

Client's Name

Urbis Development

Job Title

St Catherines Place

Drawing Title

Site Elevations

Scale

1 : 250 @ A1

metres 5 10 15 20 25

Drawn Checked Date

RG RG 08.07.12

Job No Drawing No Rev

3025 L(00)020 D

Status

Stage 3 - Concept Design



Site Elevation - North
1 : 250



Site Elevation - West
1 : 250

Notes:

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B	Block B raised 1800mm	TF	23/06/14
A	Planning	TF	16.12.13
Rev	Revision Details	Dr	Date

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Chartered Practitioner

Client's Name
Urbis Development

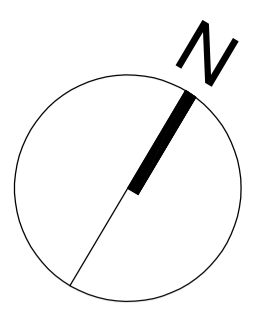
Job Title
St Catherines Place

Drawing Title
Site Elevations

Scale
1 : 250 @ A1
metres 5 10 15 20 25

Drawn	Checked	Date
Author	Checker	Rev
Job No	Drawing No	Status
3025	L(00)021	B

Stage 3 - Concept Design



Existing St Catherines Place Retail

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Unit No	Areas	
	SQM	SQF
common	17.84 m ²	191.99 ft ²
retail	327.24 m ²	3,522.43 ft ²
	203.91 m ²	2,194.87 ft ²
	548.99 m ²	5,909.30 ft ²



Room Name Legend

 bike store	 public wc
 bin store	 retail
 corridor	 stair
 lift shaft	 water & sprinkler
 lobby	
 lsg	
 maisonette stair	
 Plant	

C	Block B raised 1800mm	TF	23/06/14
B	Planning	TF	16/11/13
A	design development	TF	07.11.13

Rev	Revision Details	Dr	Date

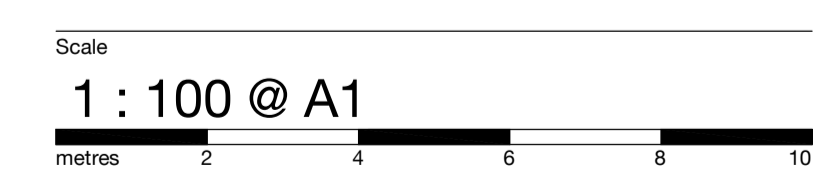
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RIBA
 Chartered Practise

Client's Name
Urbis Development

Job Title
St Catherines Place - Building B

Drawing Title
Block B - Ground Floor Plan



Drawn	Checked	Date
DR	DR	06.08.13
Job No	Drawing No	Rev
3025	L(00)200	C

Status
Stage 2 - Concept Design

Stafford Street

Dalby Avenue

Notes:

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MATERIAL KEY:

- 1. Brick 1
- 2. Brick 2
- 3. Brick 3
- 4. Metal Clad 1
- 5. Metal Clad 2
- 6. Metal Clad 3
- 7. Timber Clad
- 8. Aluminium Window
- 9. Aluminium Door
- 10. Aluminium Sliding Door
- 11. Galvanised Balcony
- 12. Galvanised Balustrade
- 13. Glazed Aluminium Curtain Walling

B	Block B raised 1800mm	TF	23/06/14
A	Planning	TF	16/11/13
Rev	Revision Details	Dr	Date

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RIBA
Chartered Practise

Client's Name

Urbis Development

Job Title

St Catherines Place - Building B

Drawing Title

Block B - Section AA

Scale

1 : 100 @ A1



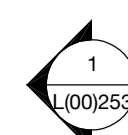
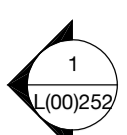
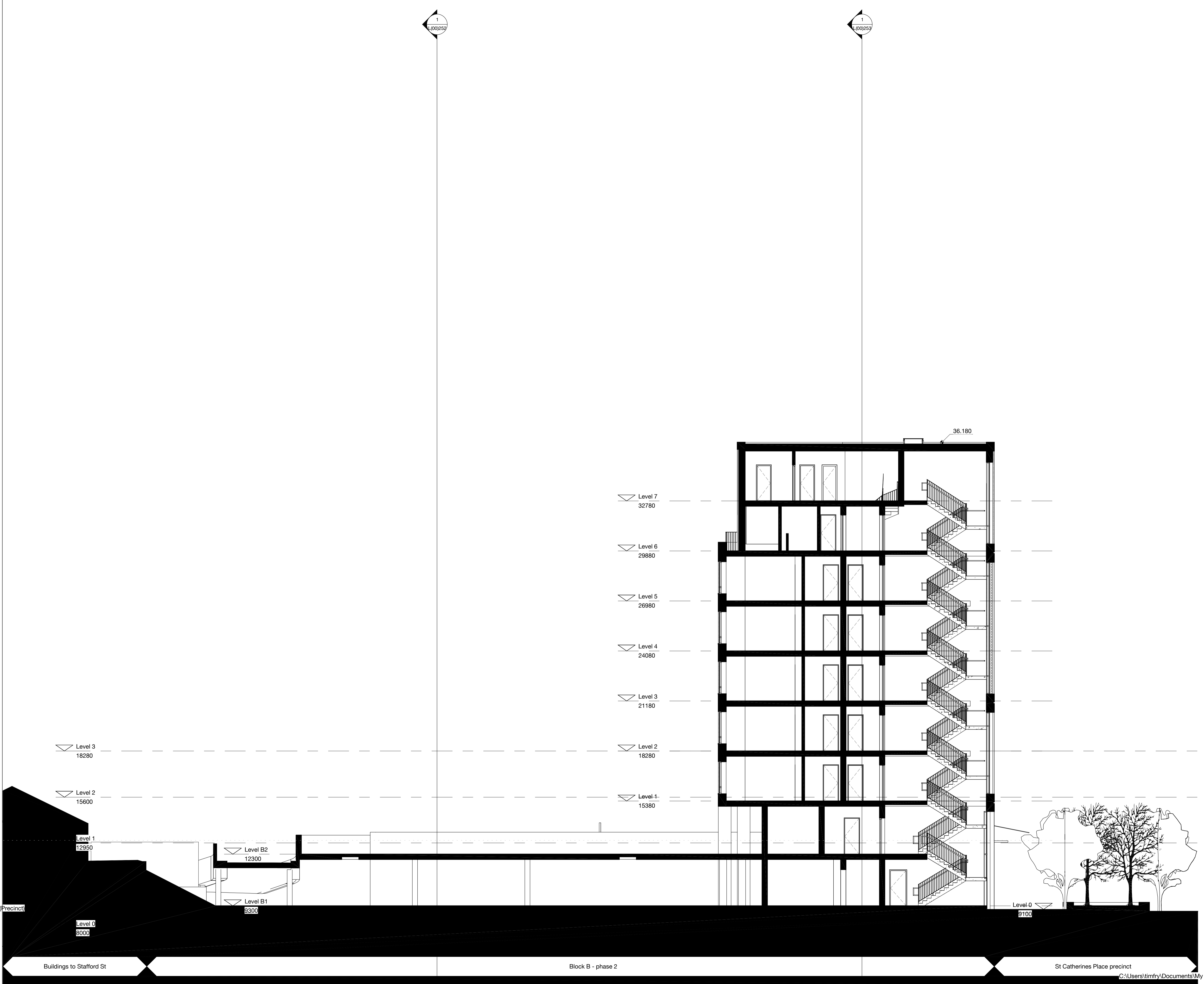
metres 2 4 6 8 10

Drawn	Checked	Date
TF	DR	06.08.13

Job No	Drawing No	Rev
3025	L(00)250	B

Status

Stage 2 - Concept Design



- Level 7
32780
- Level 6
29880
- Level 5
26980
- Level 4
24080
- Level 3
21180
- Level 2
18280
- Level 1
15380

- Level 3
18280
- Level 2
15600
- Level 1
12950
- Level B2
12300
- Level B1
9300
- Level 0 (Precinct)
0
- Level 0
8000

Buildings to Stafford St

Block B - phase 2

St Catherines Place precinct



This view has been sized in accordance with the Landscape Institute TAN 01/11 cross referenced to SNH Guidance, Para 129: Image height 14cm, which equates to a viewing distance of 30cm.

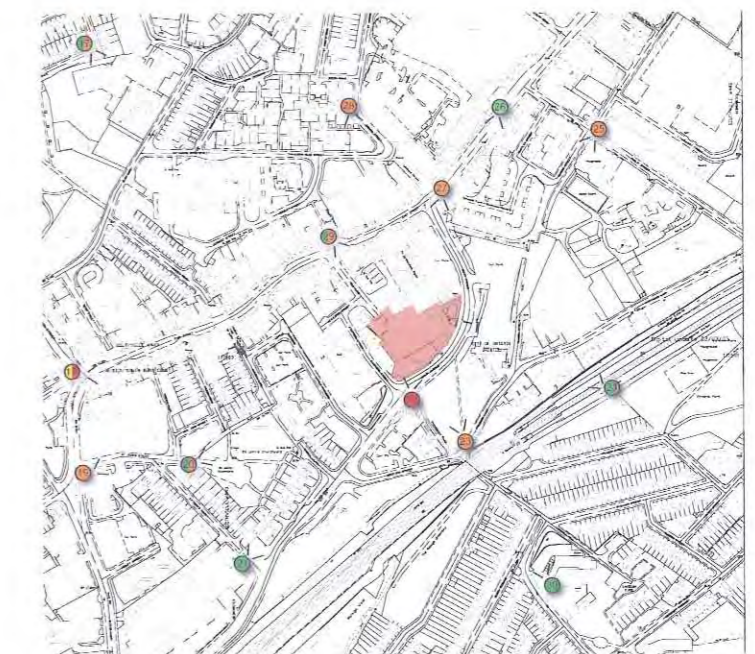
LOCATION: St Johns Road / Malago Road

BRIEF DESCRIPTION: Typical view approaching Bristol along the A38 Malago Road with St Catherines Court to the left and the future development site, formally Pring and St Hill, on the right (previously consented for 6 storey residential perimeter block). The existing DHSS building on the site is clearly visible.

LEVEL OF SENSITIVITY: low
 TYPE OF VIEWPOINT: illustrative
 VOLUME OF RECEPTORS: high
 TYPE OF RECEPTORS: public

TOWNSCAPE

Topography	Land Use	Period	Townscape Sensitivities	Landcover	Hydrology	Infrastructure	Massing
<input type="checkbox"/> floodplain <input type="checkbox"/> undulating <input type="checkbox"/> rolling <input type="checkbox"/> steep <input checked="" type="checkbox"/> rolling lowland <input type="checkbox"/> scarp slope <input type="checkbox"/> hills	<input checked="" type="checkbox"/> residential <input type="checkbox"/> commercial <input type="checkbox"/> industrial <input type="checkbox"/> workshops <input type="checkbox"/> school <input type="checkbox"/> shops <input type="checkbox"/> public buildings <input type="checkbox"/> P.O.S	<input type="checkbox"/> late 20C <input checked="" type="checkbox"/> modern <input type="checkbox"/> pre war <input type="checkbox"/> victorian <input type="checkbox"/> pre victorian	<input type="checkbox"/> conservation area <input type="checkbox"/> SAM <input type="checkbox"/> listed buildings <input type="checkbox"/> NE9 & historic <input type="checkbox"/> parks & gardens <input type="checkbox"/> terraces <input type="checkbox"/> ecclesiastic <input type="checkbox"/> monument	<input type="checkbox"/> escarpments <input type="checkbox"/> park <input type="checkbox"/> rough grassland <input checked="" type="checkbox"/> urban built form <input type="checkbox"/> woodland <input type="checkbox"/> allotment	<input type="checkbox"/> harbour <input type="checkbox"/> river <input type="checkbox"/> cut <input type="checkbox"/> stream <input type="checkbox"/> pond <input type="checkbox"/> drainage ditch	<input checked="" type="checkbox"/> A road <input type="checkbox"/> B road <input type="checkbox"/> residential road <input type="checkbox"/> industrial road <input type="checkbox"/> lane <input type="checkbox"/> track <input type="checkbox"/> footpath <input type="checkbox"/> railway	<input type="checkbox"/> 2 storey <input checked="" type="checkbox"/> 2-5 storey <input type="checkbox"/> 5 storey plus <input type="checkbox"/> 10 storey plus <input type="checkbox"/> bridges <input type="checkbox"/> pylons



VISUAL ASSESSMENT CRITERIA

Pattern: <input type="checkbox"/> dominant Scale: <input type="checkbox"/> intimate Texture: <input checked="" type="checkbox"/> smooth Colour: <input type="checkbox"/> monochrome Complexity: <input type="checkbox"/> uniform Remoteness: <input type="checkbox"/> wild Unity: <input type="checkbox"/> unified Form: <input type="checkbox"/> straight Enclosure: <input type="checkbox"/> expansive Visual Dynamic: <input type="checkbox"/> sweeping	<input type="checkbox"/> strong <input type="checkbox"/> small <input type="checkbox"/> textured <input checked="" type="checkbox"/> muted <input type="checkbox"/> simple <input type="checkbox"/> remote <input checked="" type="checkbox"/> interrupted <input type="checkbox"/> angular <input type="checkbox"/> open <input type="checkbox"/> spreading	<input checked="" type="checkbox"/> broken <input type="checkbox"/> medium <input type="checkbox"/> rough <input type="checkbox"/> colourful <input type="checkbox"/> diverse <input type="checkbox"/> vacant <input type="checkbox"/> fragmented <input type="checkbox"/> curved <input type="checkbox"/> enclosed <input checked="" type="checkbox"/> dispersed	<input type="checkbox"/> weak <input type="checkbox"/> large <input type="checkbox"/> very rough <input type="checkbox"/> garish <input type="checkbox"/> complex <input checked="" type="checkbox"/> active <input type="checkbox"/> chaotic <input checked="" type="checkbox"/> sinuous <input type="checkbox"/> constrained <input type="checkbox"/> channelled	Built Form: <input checked="" type="checkbox"/> residential <input type="checkbox"/> commercial <input type="checkbox"/> industrial <input type="checkbox"/> retail <input type="checkbox"/> civic <input type="checkbox"/> community	Landcover: <input type="checkbox"/> industrial <input checked="" type="checkbox"/> residential <input type="checkbox"/> public open space <input type="checkbox"/> commercial <input type="checkbox"/> ecclesiastical	Features: <input checked="" type="checkbox"/> trees <input type="checkbox"/> pylons <input type="checkbox"/> chimneys <input type="checkbox"/> ecclesiastical <input type="checkbox"/> monument <input checked="" type="checkbox"/> tower block	Range: <input checked="" type="checkbox"/> close <input type="checkbox"/> mid range <input type="checkbox"/> distant
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CAMERA: 5D full size sensor 50mm fixed lens
 PHOTOGRAPH DATE: 24/10/2013
 GRID REFERENCE: 358515 - 171285
 DISTANCE FROM SITE: 0.28km
 ORIENTATION:
 VIEWPOINT ELEVATION: 15m
 FIELD OF VIEW (+/-5°):

VIEW NUMBER: 21

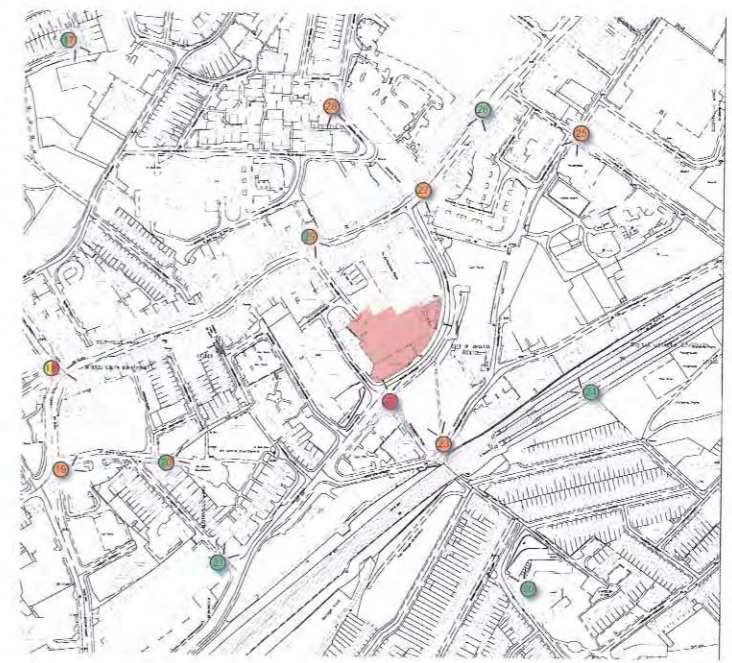
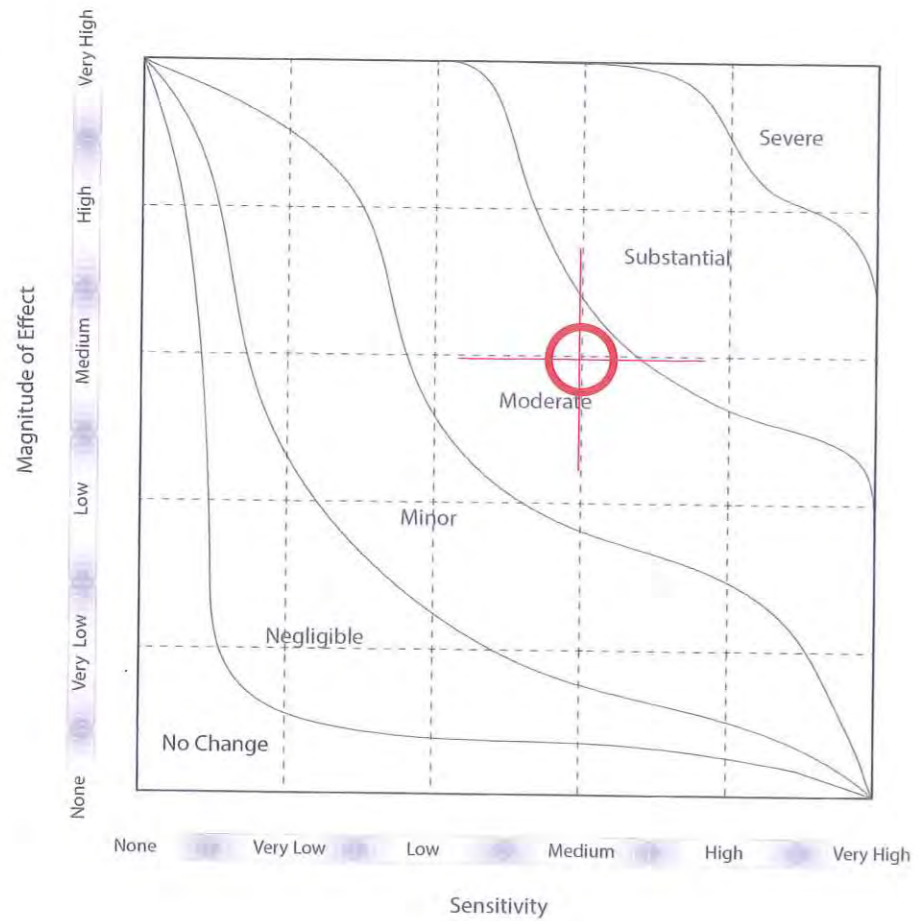


This view has been sized in accordance with the Landscape Institute TAN 01/11 cross referenced to SNH Guidance, Para 129: Image height 14cm, which equates to a viewing distance of 30cm.

LOCATION: St Johns Road / Malago Road

DESCRIPTION OF EFFECT: The development is prominent in this view from a significant gateway into the city from the south. The development that replaces an existing larger feature building in the townscape adds character and texture to the urban environment and is not uncharacteristic of other buildings in the area either in terms of scale or materials.

VISUAL SENSITIVITY: Medium
 MAGNITUDE OF EFFECT: Medium





LOCATION: Bedminster Station

BRIEF DESCRIPTION: View from Bedminster station platform was taken to show how the site would appear approaching or leaving Bristol along the elevated railway line. The view is currently dominated by the foreground clutter of light industrial and workshops buildings. The DHSS building is prominent, as is the Northfield House beyond.

LEVEL OF SENSITIVITY: medium

TYPE OF VIEWPOINT: specific

VOLUME OF RECEPTORS: high

TYPE OF RECEPTORS: public

TOWNSCAPE

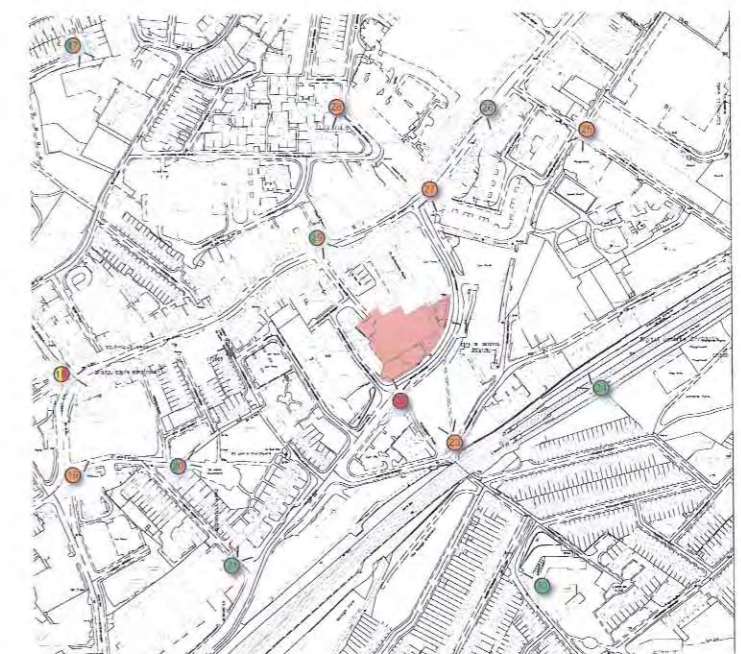
Topography	Land Use	Period	Townscape Sensitivities	Landcover	Hydrology	Infrastructure	Massing
<ul style="list-style-type: none"> <input type="checkbox"/> floodplain <input type="checkbox"/> undulating <input type="checkbox"/> rolling <input type="checkbox"/> steep <input checked="" type="checkbox"/> rolling lowland <input type="checkbox"/> scarp slope <input type="checkbox"/> hills 	<ul style="list-style-type: none"> <input type="checkbox"/> residential <input checked="" type="checkbox"/> commercial <input type="checkbox"/> industrial <input type="checkbox"/> workshops <input type="checkbox"/> school <input type="checkbox"/> shops <input type="checkbox"/> public buildings <input type="checkbox"/> P.O.S 	<ul style="list-style-type: none"> <input type="checkbox"/> late 20C <input checked="" type="checkbox"/> modern <input type="checkbox"/> pre war <input type="checkbox"/> victorian <input type="checkbox"/> pre victorian 	<ul style="list-style-type: none"> <input type="checkbox"/> conservation area <input type="checkbox"/> SAM <input type="checkbox"/> listed buildings <input type="checkbox"/> NE9 & historic <input type="checkbox"/> parks & gardens <input type="checkbox"/> terraces <input type="checkbox"/> ecclesiastic <input type="checkbox"/> monument 	<ul style="list-style-type: none"> <input type="checkbox"/> escarpments <input type="checkbox"/> park <input type="checkbox"/> rough grassland <input checked="" type="checkbox"/> urban built form <input type="checkbox"/> woodland <input type="checkbox"/> allotment 	<ul style="list-style-type: none"> <input type="checkbox"/> harbour <input type="checkbox"/> river <input type="checkbox"/> cut <input type="checkbox"/> stream <input type="checkbox"/> pond <input type="checkbox"/> drainage ditch 	<ul style="list-style-type: none"> <input type="checkbox"/> A road <input type="checkbox"/> B road <input type="checkbox"/> residential road <input checked="" type="checkbox"/> industrial road <input type="checkbox"/> lane <input type="checkbox"/> track <input type="checkbox"/> footpath <input checked="" type="checkbox"/> railway 	<ul style="list-style-type: none"> <input type="checkbox"/> 2 storey <input checked="" type="checkbox"/> 2-5 storey <input type="checkbox"/> 5 storey plus <input type="checkbox"/> 10 storey plus <input type="checkbox"/> bridges <input type="checkbox"/> pylons

VISUAL ASSESSMENT CRITERIA

<p>Pattern: <input type="checkbox"/> dominant</p> <p>Scale: <input type="checkbox"/> intimate</p> <p>Texture: <input type="checkbox"/> smooth</p> <p>Colour: <input type="checkbox"/> monochrome</p> <p>Complexity: <input type="checkbox"/> uniform</p> <p>Remoteness: <input type="checkbox"/> wild</p> <p>Unity: <input type="checkbox"/> unified</p> <p>Form: <input type="checkbox"/> straight</p> <p>Enclosure: <input type="checkbox"/> expansive</p> <p>Visual Dynamic: <input type="checkbox"/> sweeping</p>	<p><input type="checkbox"/> strong</p> <p><input type="checkbox"/> small</p> <p><input checked="" type="checkbox"/> textured</p> <p><input type="checkbox"/> muted</p> <p><input type="checkbox"/> simple</p> <p><input type="checkbox"/> remote</p> <p><input type="checkbox"/> interrupted</p> <p><input checked="" type="checkbox"/> angular</p> <p><input type="checkbox"/> open</p> <p><input type="checkbox"/> spreading</p>	<p><input checked="" type="checkbox"/> broken</p> <p><input type="checkbox"/> medium</p> <p><input type="checkbox"/> rough</p> <p><input type="checkbox"/> colourful</p> <p><input type="checkbox"/> diverse</p> <p><input type="checkbox"/> vacant</p> <p><input checked="" type="checkbox"/> fragmented</p> <p><input type="checkbox"/> curved</p> <p><input type="checkbox"/> enclosed</p> <p><input type="checkbox"/> dispersed</p>	<p><input type="checkbox"/> weak</p> <p><input checked="" type="checkbox"/> large</p> <p><input type="checkbox"/> very rough</p> <p><input type="checkbox"/> garish</p> <p><input type="checkbox"/> complex</p> <p><input checked="" type="checkbox"/> active</p> <p><input type="checkbox"/> chaotic</p> <p><input type="checkbox"/> sinuous</p> <p><input type="checkbox"/> constrained</p> <p><input type="checkbox"/> channelled</p>
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SKYLINE

<p>Built Form:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> residential <input type="checkbox"/> commercial <input type="checkbox"/> industrial <input type="checkbox"/> retail <input type="checkbox"/> civic <input type="checkbox"/> community 	<p>Landcover:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> industrial <input type="checkbox"/> residential <input type="checkbox"/> public open space <input type="checkbox"/> commercial <input type="checkbox"/> ecclesiastical 	<p>Features:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> trees <input type="checkbox"/> pylons <input type="checkbox"/> chimneys <input type="checkbox"/> ecclesiastical <input type="checkbox"/> monument <input checked="" type="checkbox"/> tower block 	<p>Range:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> close <input type="checkbox"/> mid range <input type="checkbox"/> distant
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CAMERA: 5D full size sensor 50mm fixed lens
 PHOTOGRAPH DATE: 31/10/2013
 GRID REFERENCE: 358871 - 171470
 DISTANCE FROM SITE: 0.2km
 ORIENTATION:
 VIEWPOINT ELEVATION: 19m
 FIELD OF VIEW (+/-5°):

VIEW NUMBER: 24

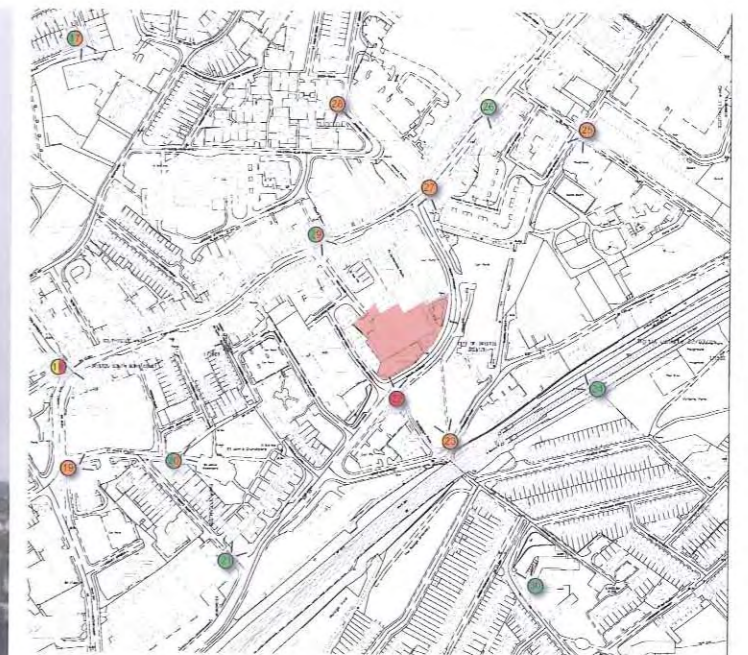
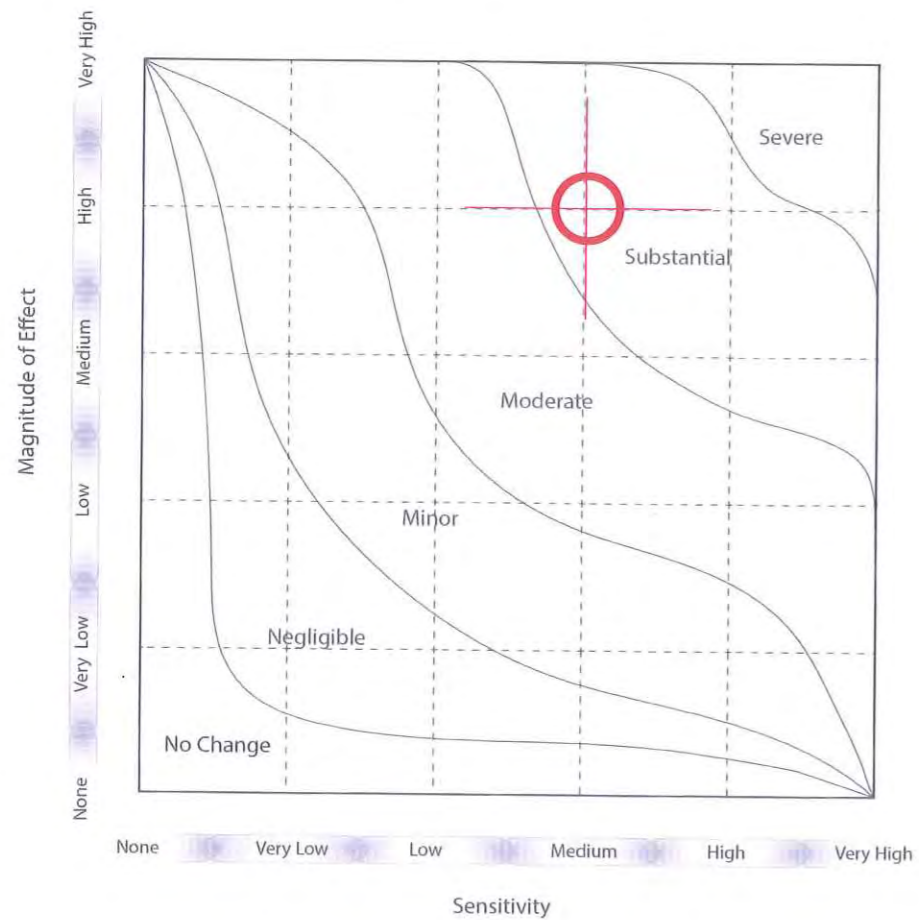


LOCATION: Bedminster Station

DESCRIPTION OF EFFECT: The development is prominent in this view from a significant gateway into the city from the south. The development that replaces an existing larger feature building in the townscape adds character and texture to the urban environment and is not uncharacteristic of other buildings in the area either in terms of scale or materials.

VISUAL SENSITIVITY: Medium

MAGNITUDE OF EFFECT: High



The view to the right has been sized in accordance with the Landscape Institute TAN 01/11 cross referenced to SNH Guidance, Para 129: Image height 14cm, which equates to a viewing distance of 30cm.



This view has been sized in accordance with the Landscape Institute TAN 01/11 cross referenced to SNH Guidance, Para 129: Image height 14cm, which equates to a viewing distance of 30cm.

LOCATION: Windmill Hill and the spaces adjoining Polden House

BRIEF DESCRIPTION: One of the few open spaces near to the site on Windmill Hill that provides a representative view. On the green space adjacent to Polden House there is a clear view across Bristol towards Clifton with Cabot Towers and Wills Memorial Tower visible to the centre and right of the view.

LEVEL OF SENSITIVITY: medium
 TYPE OF VIEWPOINT: representative
 VOLUME OF RECEPTORS: medium
 TYPE OF RECEPTORS: public

TOWNSCAPE

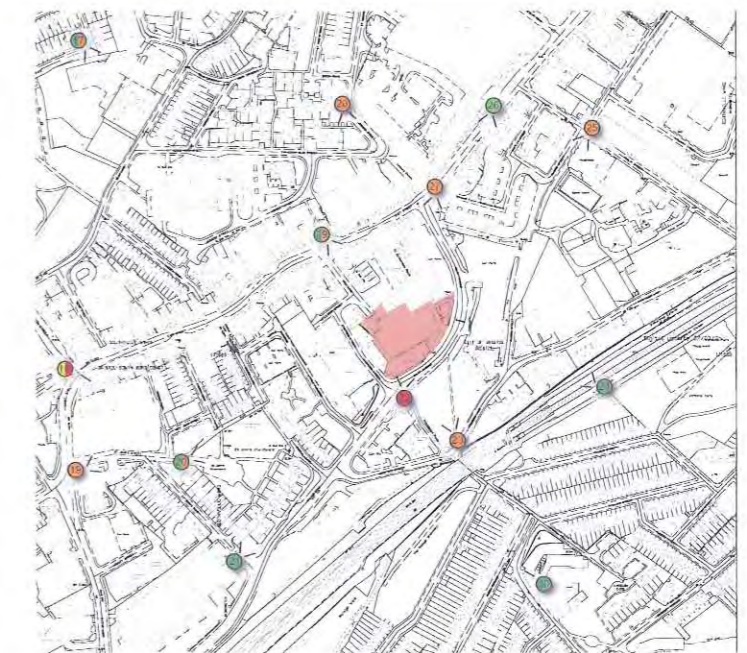
Topography	Land Use	Period	Townscape Sensitivities	Landcover	Hydrology	Infrastructure	Massing
<input type="checkbox"/> floodplain <input type="checkbox"/> undulating <input type="checkbox"/> rolling <input type="checkbox"/> steep <input type="checkbox"/> rolling lowland <input checked="" type="checkbox"/> scarp slope <input type="checkbox"/> hills	<input checked="" type="checkbox"/> residential <input type="checkbox"/> commercial <input type="checkbox"/> industrial <input type="checkbox"/> workshops <input type="checkbox"/> school <input type="checkbox"/> shops <input type="checkbox"/> public buildings <input type="checkbox"/> P.O.S	<input type="checkbox"/> late 20C <input checked="" type="checkbox"/> modern <input type="checkbox"/> pre war <input type="checkbox"/> victorian <input type="checkbox"/> pre victorian	<input type="checkbox"/> conservation area <input type="checkbox"/> SAM <input type="checkbox"/> listed buildings <input type="checkbox"/> NE9 & historic parks & gardens <input type="checkbox"/> terraces <input type="checkbox"/> ecclesiastic <input type="checkbox"/> monument	<input checked="" type="checkbox"/> escarpments <input type="checkbox"/> park <input type="checkbox"/> rough grassland <input checked="" type="checkbox"/> urban built form <input type="checkbox"/> woodland <input type="checkbox"/> allotment	<input type="checkbox"/> harbour <input type="checkbox"/> river <input type="checkbox"/> cut <input type="checkbox"/> stream <input type="checkbox"/> pond <input type="checkbox"/> drainage ditch	<input type="checkbox"/> A road <input type="checkbox"/> B road <input checked="" type="checkbox"/> residential road <input type="checkbox"/> industrial road <input type="checkbox"/> lane <input type="checkbox"/> track <input type="checkbox"/> footpath <input type="checkbox"/> railway	<input type="checkbox"/> 2 storey <input type="checkbox"/> 2-5 storey <input type="checkbox"/> 5 storey plus <input checked="" type="checkbox"/> 10 storey plus <input type="checkbox"/> bridges <input type="checkbox"/> pylons

VISUAL ASSESSMENT CRITERIA

Pattern:	<input type="checkbox"/> dominant	<input checked="" type="checkbox"/> strong	<input type="checkbox"/> broken	<input type="checkbox"/> weak
Scale:	<input type="checkbox"/> intimate	<input type="checkbox"/> small	<input type="checkbox"/> medium	<input checked="" type="checkbox"/> large
Texture:	<input type="checkbox"/> smooth	<input checked="" type="checkbox"/> textured	<input type="checkbox"/> rough	<input type="checkbox"/> very rough
Colour:	<input type="checkbox"/> monochrome	<input type="checkbox"/> muted	<input checked="" type="checkbox"/> colourful	<input type="checkbox"/> garish
Complexity:	<input type="checkbox"/> uniform	<input type="checkbox"/> simple	<input type="checkbox"/> diverse	<input type="checkbox"/> complex
Remoteness:	<input type="checkbox"/> wild	<input type="checkbox"/> remote	<input type="checkbox"/> vacant	<input checked="" type="checkbox"/> active
Unity:	<input type="checkbox"/> unified	<input checked="" type="checkbox"/> interrupted	<input type="checkbox"/> fragmented	<input type="checkbox"/> chaotic
Form:	<input type="checkbox"/> straight	<input type="checkbox"/> angular	<input type="checkbox"/> curved	<input type="checkbox"/> sinuous
Enclosure:	<input type="checkbox"/> expansive	<input type="checkbox"/> open	<input type="checkbox"/> enclosed	<input type="checkbox"/> constrained
Visual Dynamic:	<input type="checkbox"/> sweeping	<input checked="" type="checkbox"/> spreading	<input type="checkbox"/> dispersed	<input type="checkbox"/> channelled

SKYLINE

Built Form:	<input checked="" type="checkbox"/> residential	<input type="checkbox"/> industrial	<input type="checkbox"/> trees	<input type="checkbox"/> close
	<input type="checkbox"/> commercial	<input checked="" type="checkbox"/> residential	<input type="checkbox"/> pylons	<input type="checkbox"/> mid range
	<input type="checkbox"/> industrial	<input type="checkbox"/> public open space	<input type="checkbox"/> chimneys	<input checked="" type="checkbox"/> distant
	<input type="checkbox"/> retail	<input type="checkbox"/> commercial	<input type="checkbox"/> ecclesiastical	
	<input type="checkbox"/> civic	<input type="checkbox"/> ecclesiastical	<input checked="" type="checkbox"/> monument	
	<input type="checkbox"/> community		<input type="checkbox"/> tower block	



CAMERA: 5D full size sensor 50mm fixed lens
 PHOTOGRAPH DATE: 25/10/2013
 GRID REFERENCE: 358867 - 171255
 DISTANCE FROM SITE: 0.35km
 ORIENTATION:
 VIEWPOINT ELEVATION: 40m
 FIELD OF VIEW (+/-5°):

VIEW NUMBER: 30



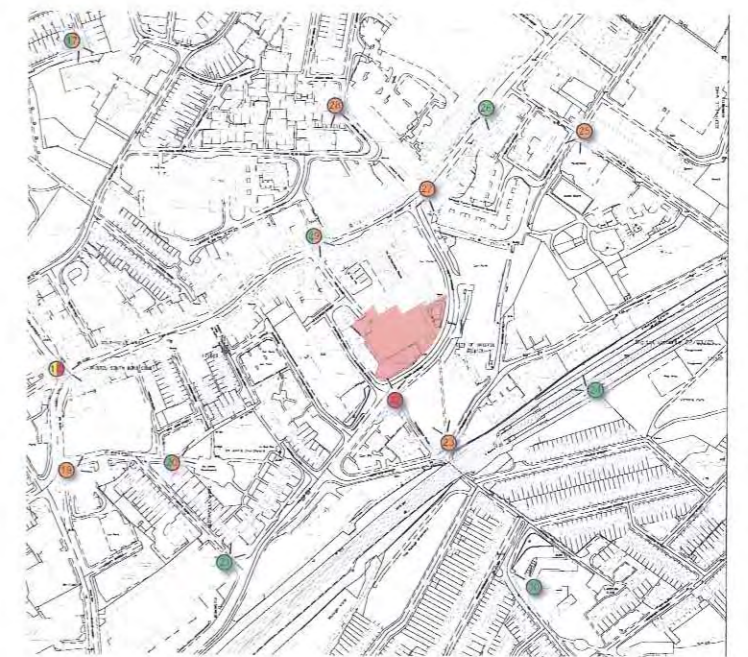
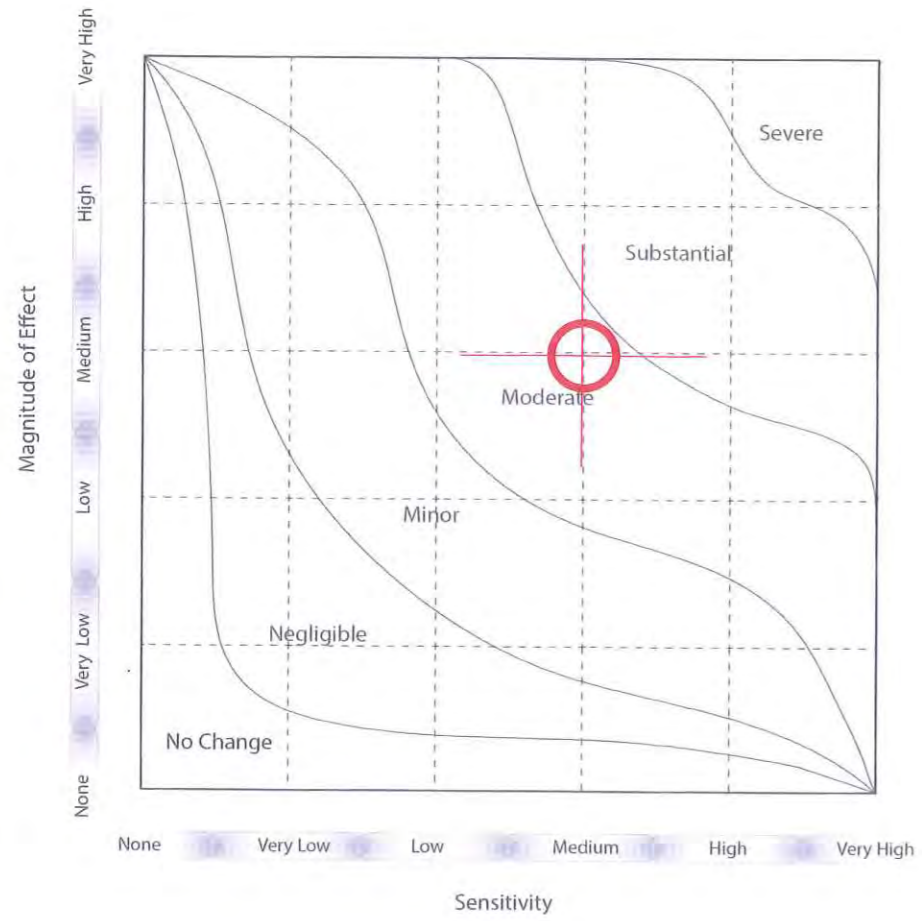
This view has been sized in accordance with the Landscape Institute TAN 01/11 cross referenced to SNH Guidance, Para 129: Image height 14cm, which equates to a viewing distance of 30cm.

LOCATION: Windmill Hill and the scar parking spaces adjoining Polden House.

DESCRIPTION OF EFFECT: The development is a prominent feature in the view that closes off views towards Cliftonwood but retains views towards Cabot Tower and the City Centre.

VISUAL SENSITIVITY: Medium

MAGNITUDE OF EFFECT: Medium



VIEW NUMBER: 30