

WARD: Hartcliffe CONTACT OFFICER: Catherine Tyrer
SITE ADDRESS: Parcel 4 Imperial Park Wills Way Bristol

APPLICATION NO: 15/03418/F Full Planning
EXPIRY DATE: 25 September 2015

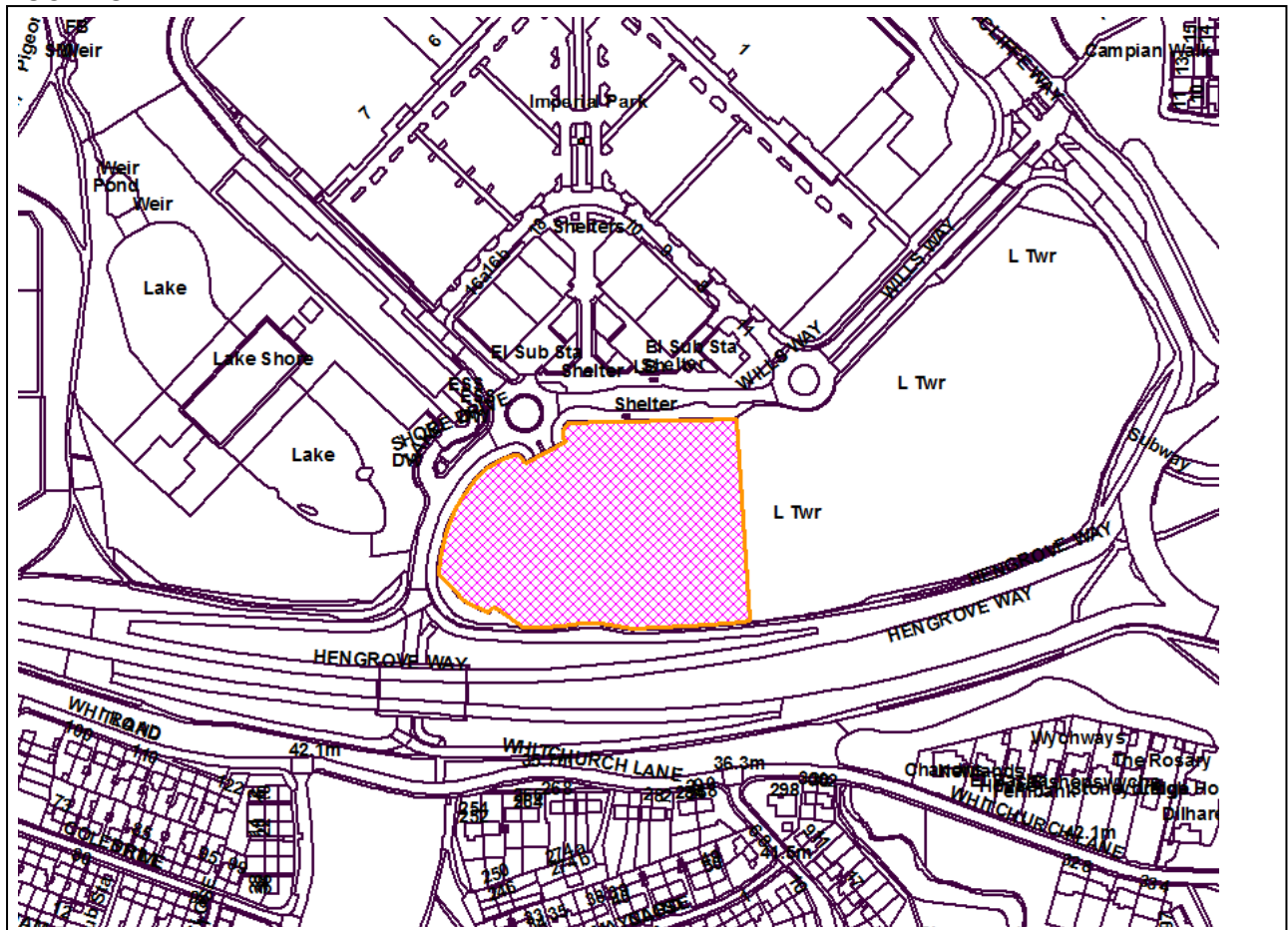
Residential development of 82 dwellings (Use class C3) with access from the existing roundabout at Wills Way. Associated engineering, drainage, landscaping and other enabling and infrastructure works. (Major App)

RECOMMENDATION: GRANT subject to Planning Agreement

AGENT: APPLICANT: Persimmon Homes/ Hammersons
Davidson House
106 Newfoundland Way
Portishead
Bristol
N. Somerset
BS20 7QE

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

LOCATION PLAN:



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SUMMARY

The application is being referred to Committee solely because it is a large scheme which proposes 82 new dwellings.

The site forms part of a wider site which is allocated for development within the Site Allocations and Development Management Policies Map. It originally formed part of the car park for the Imperial Tobacco Factory and offices (phase 6 of the overall redevelopment site). There were a series of outline planning applications in 2011 for the development of four plots of the phase 6 parcel of land, including a development comprising 31 new homes and 12 flats a care home (ref: 11/01866/P) on the application site (plot 4). The previous residential/care home scheme was approved by the Planning Committee, but the application was subsequently withdrawn by the applicant.

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

SITE DESCRIPTION

The 1.74 hectare site is located in the ward of Hartcliffe, in south Bristol. It forms part of the last remaining undeveloped site of the former Imperial Tobacco Factory and offices (referred to as phase 6).

The application site is located on the northern side of Hengrove Way on the eastern side of its junction with Hartcliffe Way. It is surrounded by the retail park to north, residential development in Hengrove, to the east on the other side of Hartcliffe Way and the Urban Splash residential development (Lakeshore) to the west.

The site is cleared and comprises scrubland, with some maturing predominantly self-seeded planting, and is secured by timber fencing. It was used as the site compound for the first phases of the adjacent development. There are a number of trees on the site, including a number of mature trees which are protected by a Tree Preservation Order (TPO number 672).

The site's topography is level in the northern part and slopes relatively steeply to the south, where it bounds with the Wills Way slip road.

There are no existing pedestrian or vehicle accesses into the site.

The site forms the western part of a wider site, which is allocated for development within the Site Allocations and Development Management Policies (BSA1302). It is allocated for business, housing and leisure, to reflect the previous outline planning permissions/applications (as detailed below within the Planning History section). The key development considerations identified within the SA&DMP are as follows: consider green infrastructure, retain important trees on the site; be informed by a site specific flood risk assessment; maintain or strengthen the integrity and connectivity of the Wildlife Network; be informed by ecological survey of the site with appropriate mitigation where appropriate. A Safeguarded Transport Link runs along the site's western and northern boundaries.

PROPOSAL

The application proposes the erection of 82 residential units, comprising 58 houses and 24 flats. The affordable housing element proposes the provision of 16 affordable units (15 flats, and one 2 bed house), comprising a total of 19.5%, along with an off-site contribution of £40,000 is also proposed.

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The proposed tenure mix would be as follows:

- Affordable Rent: 9 two bedroom apartments and 1 two bedroom house
- Shared Ownership: 6 one bedroom apartments

The development is designed with residential houses and flats set out around a circular route, arranged predominantly in semi-detached or terraced blocks. The buildings proposed are predominantly two storeys houses, with some three storey apartment blocks.

The site will be accessed from the existing roundabout on Wills Way, with a circular route through the site. The eastern part is proposed to be shared surfacing to allow dual use. Pedestrian/cycle linkages are also proposed in the south eastern corner to provide a link into the adjacent site (when developed) and within the western boundary, providing a link through to Lakeshore Drive.

The scheme proposes 124 parking spaces, generally provided to the side or front of the proposed houses and within parking “courtyards” along with some visitor parking. Cycle parking for the houses is proposed within sheds located within rear gardens/private amenity areas and for the apartments, within communal bike stores. A cycle stand is also proposed for visitors.

The scheme proposes the loss of a number of trees, many of which are self-seeded. A comprehensive landscaping scheme and replacement tree planting is proposed.

The original scheme has been amended following discussions with the Case Officer, City Design Group and Transport Development Management. In summary, the main revisions include:

1. A series of apartment blocks introduced on corner with Wills Way
2. Increase in unit numbers from 76 to 82 units
3. Introduction of area of shared surfacing to the east of the site
4. Removal of unit from western part of the site to ensure retention of tree group G1/B1
5. Additional areas of landscaping and public realm introduced
6. Pedestrian footpath/link provided from site to Lakeshore Drive
7. Grey windows introduced to housing fronting onto the main route
8. Elevation changes made following specific feedback from the City Design Group. Including, adding a gable end to plot 27, increase the proposed window sizes throughout the development and reviewing the cladding proposed to certain plots.

PUBLIC CONSULTATION

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

It states that contact was made with the local ward members, the Dundry View Pride of Place Neighbourhood Group and Council Officers to make them aware of the proposals. A leaflet was produced and distributed to over 560 local residents and the ward members. A website was created making information more accessible to the general public. A feedback form was used to allow people to provide feedback on the development proposals. Five feedback forms were returned, with the SCI stating that feedback was largely positive.

A comment was received from the Neighbourhood Planning Network stating that “The community involvement in this case has been satisfactory”.

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PLANNING HISTORY

Outline planning permission was granted in March 1997 for the redevelopment of the wider, former Imperial Tobacco Factory site, including the following uses A1, A3, B1, C1, D2 and B8 (94/00364/P). There were various subsequent applications to modify various conditions.

Reserved Matters approvals pursuant to that outline planning permission has led to the following development:

- Phase 1 – access, infrastructure and B&Q
- Phase 2 – Pilkington Office/Distribution building
- Phase 3 – Retail and leisure development
- Phase 4 – the triangle development, Pizza Hut and transport interchange
- Phase 5 – the remainder of the “western terrace”, including Tesco Home Plus

Phase 6 is the remaining undeveloped part of the site. Various outline planning permissions were granted in December 2012 relating to four plots, as follows:

- 11/01863/P – erection of public house (plot 1)
- 11/01864 – erection of hotel (plot 2)
- 11/01865 – erection of business units with car showroom, management and vehicle servicing (plot 3)
- 11/01866/P – erection of a residential care home, 31 houses and 12 flats (plot 4). This application was withdrawn, but there was a resolution to grant planning permission. This application relates to the site covered by this planning application.

RESPONSE TO PUBLICITY AND CONSULTATION

The application was advertised by way of site and press notice. 491 local residents were consulted by individual letter, when the application was originally received in July 2015 and subsequently on the amended scheme proposals, in November 2015.

One objection was received from the Bristol Tree Forum stating that development does not meet BCS9 requirements; reduction of the wildlife corridor is not acceptable (BCS9 para 1); inaccurate plans submitted; more trees should and could be retained; tree replacement not sufficient. [addressed within Key Issue F]

OTHER COMMENTS

A summary of the comments provided by relevant internal and external consultees are set out below. A copy of the full comments received is available on the application file and website.

Air Quality Officer:

The design and access statement for this proposal states that parking spaces will be allocated at “an average of 2 allocated spaces per unit”. This does not comply with the Parking Standards as outlined in the Bristol Local Plan Site Allocations Document and should be reduced in line with these standards (as a minimum). There is also a requirement for electric vehicle infrastructure to be installed as per Appendix 2 of the Site Allocations Document for a development of this scale and planning conditions should reflect this requirement.

I do not have concerns with regards to air quality with the proposed development in this location.

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Arboricultural Officer:

The site has been allocated for development and consists of mainly scrubland that has been colonised by young self-seeded trees particularly ash, goat will and Norway maple.

It is good to see the retention of a considerable buffer zone at the south of the site. There are a number of mature hornbeam trees within the site area and a group of mature red oak trees near the site entrance. Efforts should be made to retain these trees if possible.

Considering the level of tree removal that is required to make the site viable it is hoped that more consideration is given to enhancing the landscape plan in terms of providing more tree planting within the site. There are large areas of road, pedestrian and car parking space that could accommodate some tree planting, which would greatly enhance the character of the development.

Archaeological Officer:

The site will have been affected by the landscaping works associated with the former tobacco factory. Very limited archaeological work has been carried out here, which failed to locate any major archaeological material. However, significant Roman material has been found to the east and north east, on the higher ground, which is well drained overlooking the Malago to the south west. It is possible that similar conditions may exist here and therefore an archaeological watching brief should be maintained on development groundworks – to be secured by condition.

Contaminated Land Officer:

Recommendation that a number of conditions are attached and further investigation works are required to be submitted with the future remediation method statement.

City Design Group:

The proposed application is supported in principle. The layout of the scheme has been improved to take account of the points put forward to the applicants as part of the negotiations. A brief explanation on the progress made on the issues raised previously (in italics) is provided below;

- Trees – BCC Landscape Officer and Arboriculture Officer have visited the site and confirmed the large area of trees that was proposed to be removed as part of the proposal is self-seeded, poor quality and are not viable in medium long term. The principle for loss of the group of trees is therefore accepted and appropriate replacement as per BTRS will be required.
- Development footprint does not reflect the constraints on the site – the acceptance for loss of the large group trees referred above and changes to the design of the layout in certain sensitive locations to help retain the identified viable trees has helped to address this concern.
- Connections and movement network should create legible and convenient links with the surrounding areas and existing infrastructure – The changes to the layout have helped to reconfigure the movement and legibility across the site and address the concern.
- The front and backs of the units needs to be well resolved – While this issue is not fully resolved due to dimensions, topography and highway requirements; some design improvements have been undertaken to help present acceptable edges to the public realm with acceptable design and quality of boundary treatments and soft landscaping. It is recommended to confirm the design and details of the boundary treatments and soft and hard landscaping throughout the site via a pre-commencement planning condition.
- The street scene along with all its components i.e. road section from façade to façade including all the components within it need to be resolved – as explained above the changes to design of the scheme has helped to provide some resolution to the scheme. The conditions sought in the above point will help to cover this issue.
- How does the development address the site boundaries (ecology strip, existing roads,

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landscape etc.) – The changes to the layout has helped to improve the relation of the development along the north and west edges. It is understood the southern edges of the site will be secured and appropriate management arrangement will be put in place. The condition requested above will explain the design arrangement of the area however, the management of the landscape areas throughout the site needs to be confirmed via a condition.

- Public realm – the junction at site entrance, road layout, design and the public realm in the proposed scheme appears highway dominated but it is understood to be driven by technical requirements imposed on the site. It is disappointing that the design has not progressed in manner proportionate to the user requirements on the site and the intention to create a welcoming residential neighbourhood.
- Boundary details – As explained above a condition requiring the details of boundary treatments is recommended.
- Architecture (needs improvements in many places) – there is still sizable opportunity to improve aspects of the architecture of the scheme as illustrated and annotated in the scanned attachment. Aspects like windows sizes, design for grouping of 3 houses and the design of the building apartment buildings and housing enclosing the entrance are primary areas of concern needing improvement.
- Internal layout does not appear practice in some places – the dwellings are expected to be in compliance the National Housing standards.
- Details of materials etc. – it is recommended to seek details of the doors and windows (including reveals, lintels, copings, sills etc), roof (including ridge, eaves, soffit details) via planning conditions. It is further recommended to seek the sample panels of the external materials to be approved prior to commencement via a planning condition.

Flood Risk Officer:

Drainage strategy is acceptable.

Nature Conservation Officer:

This proposal directly affects a Wildlife Corridor Site, Land adjacent to Wills Way. Accordingly Policy DM19 in the Local Plan applies. At pre-application stage, a retained buffer area of 25 metres width was requested. The application includes a 15 metre wide buffer. Whilst this is less than ideally desirable, it is considered acceptable. A number of conditions have been suggested to address ecological matters (i.e. protective fencing, bats, bird/bat boxes, ecological management).

Public Art Officer:

Development triggers policy BCS21 to enable the delivery of permanent and temporary public art and a condition is therefore attached requiring the submission of a public art plan.

Transport Development Management:

No objection has been raised to proposed vehicular and pedestrian access from Wills Way roundabout. Details regarding specifications required relating to effective straights, turning heads, carriageways, tactile paving, parking provision, vertical alignment, planting, drainage and adoption.

The level and type of cycle parking is noted and no objection raised to the provision. A Travel Plan is required, to include soft and hard measures to promote sustainable travel. A Construction Traffic Management Plan is required, and will be dealt with by condition. A number of conditions are suggested, which are included below.

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External Consultees

The Environment Agency:

No objection to the proposal, subject to the inclusion of a condition relating to finished floor levels.

Avon Fire and Rescue:

Provision of additional hydrants is required and appropriately sized water mains to be provided

RELEVANT POLICIES

National Planning Policy Framework – March 2012

Core Strategy (Adopted June 2011)

BCS1 South Bristol City Council
BCS5 Housing Provision
BCS9 Green Infrastructure
BCS10 Transport and Access Improvements
BCS11 Infrastructure and Developer Contributions
BCS13 Climate Change
BCS14 Sustainable Energy
BCS15 Sustainable Design and Construction
BCS16 Flood risk and Water Management
BCS17 Affordable Housing Provision
BCS18 Housing Type
BCS20 Effective and Efficient Use of Land
BCS21 Quality Urban Design
BCS23 Pollution

Site Allocations and Development Management Policies (Adopted July 2014)

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

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KEY ISSUES

(A) IS THE PROPOSAL ACCEPTABLE IN PRINCIPLE?

Policy BCS1 identifies South Bristol as the priority focus for development and comprehensive regeneration for the next 15 to 20 years, including the provision of around 8,000 new homes of a mix of type, size and tenure. It also states that development will be directed to previously developed land.

Whilst concern was raised by Officer's during the consideration of the previous scheme about the creation of an isolated community in this area (which was overturned by Committee), since that time, the Site Allocations and Development Management Policies Local Plan has been adopted. The site forms part of a larger site allocated within the Site Allocations and Development Management Policies for redevelopment for business, housing and leisure, (BSA1302). In addition, there was a Committee resolution to grant planning permission for a similar development, albeit with fewer residential units and a care home. Whilst this application was subsequently withdrawn, this resolution forms a material planning consideration. For these reasons, the principle of the redevelopment of the site and the principle of new housing in this location has therefore already been accepted.

The site constitutes a previously developed, former industrial site, located within a predominantly urban area. It is in close proximity to Imperial Park, which has a range of retail units, and a convenience store. There is the residential development, Lakeshore, within the Urban Splash building on the adjacent site and it is noted that there is 8.8ha of land allocated for housing on the opposite side of Hartcliffe Way. There are also a number of bus routes close to the site. The site is therefore in a sustainable location and its redevelopment to provide housing accords with the relevant policies and is supported.

Density

The provision of 82 houses complies with Core Strategy policy BCS1, which sets out a requirement to provide around 8,000 new homes in south Bristol, with development focussed on brownfield sites. Policy BCS20 seeks to maximise previously developed land and achieve densities of at least 50 dwellings per hectare.

The development achieves 47 dwellings per hectare. This is considered to represent an appropriate density which responds to the characteristics of the site, the site's location and the requirement to achieve a high quality and well-designed environment, in accordance with the policy requirement.

Mixed and Balanced Communities

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

The proposal comprises a mix of residential units including 18 x 2 bed flats, 6 x 1 bed flats, 42 x 2 bed houses and 16 x 3 bed houses. This offers an appropriate mix of units which should help to support the creation of mixed, balanced and inclusive communities. The larger family sized units are considered suitable for families and larger households. This mix is welcomed and will contribute to the mix of housing across the wider area in accordance with Core Strategy BCS18.

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

The proposed development comprises 82 dwellings and therefore Core Strategy Policy BCS17 applies, which requires the provision of up to 30% affordable housing, subject to scheme viability.

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

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

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

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

Where a site has recently been sold, the Site Value is the price paid for the land, provided that the new owner has not paid an overly inflated price. Where the site has not been sold, the Site Value would be the existing use value (what the site is worth in its current condition for its current use) plus a sufficient incentive for the land owner to bring the site forward.

The applicant has submitted a detailed viability appraisal and supporting commentary to support their position that the proposed scheme is unable to provide the full 30% affordable housing. The conclusion of the viability appraisal was that the scheme could provide 15% affordable housing, which equated to 13 dwellings.

The appraisal inputs can be summarised as follows:

Residential sales values	Reflective of current sales values in South Bristol
Base Build Costs	In line with current build costs for general estate housing as identified by the Build Cost Information Service (BCIS)
Fees	Reflective of industry norms
Finance costs	Reflective of current returns required by lenders
Abnormal build costs	These are substantial due to the fact that part of the site is made up land (i.e. it was artificially levelled to accommodate the tobacco factory) and the remainder is on a steep slope. This necessitates the need for retaining walls, significant amounts of levelling and the need for piling and deeper than normal foundations.
Developers profit	Reflective of industry norms

The appraisal results in a RLV of approximately £1,900,000 equating to approximately £450,000 per acre, when 15% affordable housing is incorporated. The applicant claims that this is an appropriate Site Value and has provided comparative evidence to justify this. Officers, with support from our professional advisors Ark Housing, consider that the Site Value should be slightly lower, and we consider that there is evidence to justify a lower Site Value, which would deliver more affordable housing on site. However, the difference between the Council's view and the applicants view equates to less than 3% of the total scheme value. Officers have taken the view that, whilst we consider that the Site Value should be slightly lower, the difference is not of such a magnitude that makes it worthwhile contesting, given the current national policy context.

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Instead officers have worked with the applicant to increase the level of affordable housing provision by other means. The affordable housing team has identified a need for smaller (i.e. one and two bedroom) dwellings in South Bristol. By amending the type and tenure of affordable housing to be provided, it has been possible to increase the level of affordable housing from 15% to 20%. This comprises 16 affordable dwellings and a financial contribution of £40,000 towards the off-site provision of affordable housing. The on-site provision is as follows:

- 6 one bedroom apartments for shared ownership
- 9 two bedroom apartments for affordable rent
- 1 two bedroom house for affordable rent

Officers consider that given the viability of the proposed scheme, an affordable housing provision of 20% is acceptable and that this should be secured by way of a Section 106 Agreement.

(C) IS THE DESIGN AND LAYOUT ACCEPTABLE?

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

It is acknowledged that the topography of the site and highway requirements has resulted in some design limitations. There have been detailed discussions with the applicant regarding the scheme layout and design. In response to the comments raised by Officers, a number of amendments have been made to the scheme. This has included introducing apartment blocks on the corner with Wills Way to create an improved focal point to the site entrance, the removal of a unit from the western part of the site to ensure the retention of a group of trees along with additional areas of landscaping and public realm. The highways layout has also been amended to include an area of shared surfacing, which will contribute to providing a more informal feel and will allow dual use of the space, creating areas where, for example, children are able to play out. Following feedback from the City Design Group, the design of a number of houses and apartment blocks have been amended to improve the appearance of these buildings. Overall, it is considered that the proposed development will provide acceptable street scenes, both from within and outside the application site, with a "frontage" created to Wills Way.

The boundary treatments and landscaping proposed will make an important contribution to the overall appearance of the proposed scheme. Further details of boundary treatments and hard and soft landscaping are required by condition.

The site adjoins a Wildlife Corridor and in recognition of this and in response to comments raised, a buffer/wildlife corridor will be retained along the site's southern boundary.

The scheme was amended to open up a link through from Imperial Park Retail Park. Likewise, a connection through to the adjoining plot (to the east) is provided towards the south eastern corner of the proposed housing development and an additional footpath/cycle path has been included from the site to Lakeshore Drive. These act to improve the legibility and permeability of the site and address initial concern regarding movement through the site and the relationship with the adjoining land uses. The proposed development triggers Core Strategy policy BCS21 to enable the delivery of permanent and temporary public art. A condition has therefore been attached requiring the submission of a public art plan.

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There is a variety of housing types proposed, which will create interesting and varied street scenes. Overall, the layout and design of the proposed development is considered to be acceptable and the scheme is in keeping with the nature of the site and the surrounding area.

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

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

The site has no immediately adjoining neighbours, with the closest residential properties being those at Lakeshore and on the opposite side of Hartcliffe Way. Given the relatively low rise scale and massing of the properties proposed, the proposed development will not have an adverse impact on the amenity of any existing development. It is also noted, that the proposed scheme will not prejudice the redevelopment of the adjacent site (plot 3).

The proposed new houses have access to good sized private rear gardens. The application was submitted before 1 October 2015, prior to the introduction of the national space standards and the unit sizes are therefore assessed against the Council's space standards. The units meet these standards and generally achieve a good standard of living accommodation. The relationship between the proposed dwellings/apartments is considered to be acceptable and would achieve a good level of amenity.

Overall it is considered that the proposed residential units will achieve a good quality of living accommodation for future occupants in accordance with policy BCS21.

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

The proposed development is located in a relatively sustainable location, adjacent to Imperial Park Retail Park, which includes a number of retail units, including a convenience store. The site is served by an existing network of adequate walking and cycling facilities. It is also served by public transport, with stops close to the site on either side of the bus only Wills Way. There is also a taxi rank on the south side of Wills Way.

The scheme proposes 124 parking spaces, which includes allocated spaces and visitor parking. Whilst this does exceed the maximum policy requirement set out in Appendix 2 of the SADMP, the policy does allow some scope for additional parking, stating that the standard should be applied flexibly to allow for the best layout of the site. Whilst it is noted that there is an overprovision of parking spaces, TDM considers the level to be acceptable in this location and will prevent the potential for vehicles to park in unallocated spaces within the site itself. As such, it is considered that an appropriate level of car parking is proposed.

Cycle parking is provided by way of a cycle storage facility within the rear garden/amenity area of each house and within the communal parking areas for the flats. The level and design of cycle parking is acceptable. Likewise, acceptable provision has been made for refuse and recycling storage.

A number of conditions are attached relating to highways and highway safety. These include the requirement to submit a Travel Plan (to include soft and hard measures to promote sustainable travel and safeguards by which to measure the success of the plan) and the submission of a construction management plan (to safeguard the existing adopted highway and its users during construction).

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

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

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

The northern part of the site, adjacent to Wills Way and Hengrove Way is designated as a Wildlife Corridor. SA&DM policy DM19 requires that development is designed and sited, in so far as practicably and viably possible to avoid any harm to identified habitats, species and features of importance. Where loss of nature conservation would arise, mitigation should be provided on site where possible. Green infrastructure should be used to enhance the site's nature conservation value.

Whilst a retained buffer area of 25m in width was requested by the Council's nature conservation officer prior to the submission of the application, the proposed development includes a 15m wide buffer. Whilst this is less than ideally desirable, it is considered to be acceptable. As a planning condition, protective fencing is required to be installed during the construction period to protect the proposed retained 15 metre wide Wildlife Corridor area.

The Further Ecological Surveys (dated May 2015) submitted with the application note that bats were recorded foraging and commuting over the site. A planning condition is attached to ensure that the development does not have an adverse impact on bats or other nocturnal wildlife.

Additional ecological enhancement measures are required in the form of brown roofs, and through in-built bird nesting and bat roosting opportunities. These elements will be secured by condition. A ten year landscape and nature conservation and management plan will also be required by condition.

The Council's Arboricultural Officer has confirmed that the trees proposed for removal generally comprise self-seeded, poor quality trees which are not viable in the long term. The removal of the large number of trees is therefore considered to be acceptable, subject to appropriate replacement planting. The scheme proposes a comprehensive landscaping scheme, including the tree replacements, in line with Bristol's Tree Replacement Policy. The scheme has been amended in sensitive locations to help retain the identified viable trees and this has helped to address the initial concerns relating to trees. A condition is also attached to allow further detailed consideration of the proposed landscaping and planting proposals.

It is considered that the scheme as amended, accords with the relevant Development Plan policies.

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

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

An Energy Strategy accompanies the planning application which confirms that the development will achieve a 43% reduction in energy demand when compared to a part L complaint building. It is proposed to use the principles of passive design and energy efficiency.

The site is located within Flood Zone 1. A Flood Risk Assessment (FRA) was submitted with the application and following the scheme amendments, a revised FRA was submitted. The site is a brownfield site which is substantially elevated above the adjoining land on the south and west sides. The Pigeon House Stream passes close to the southwest boundary of the site in a culvert. There is an existing pond located on the stream to the west of the site into which the site drains. The FRA

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confirms that attenuation storage is required on the site. This is proposed to be provided by a tank sewer system plus some cellular storage under the main parking court. It confirms that the proposed development is at little or no risk of flooding from sources on or adjacent to the site due to its elevation and location and the effects of the development on the downstream environment have been considered and measures proposed to mitigate this risk.

The Council's Flood Risk Manager has confirmed that the proposed drainage strategy is acceptable.

The proposed development is considered to adequately respond to and provide for climate change, in accordance with the relevant Core Strategy and SA&DM policies.

COMMUNITY INFRASTRUCTURE LEVY

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

The CIL liability for this development is £356,790.63

RECOMMENDED GRANT subject to Planning Agreement

GRANT subject to Planning Agreement and the following conditions

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

1. On-site Affordable Housing provision: 16 affordable dwellings, with the mix as follows:
 Affordable Rent: 9 two bedroom apartments and 1 two bedroom house
 Shared Ownership: 6 one bedroom apartments
2. Off-site Affordable Housing provision: a contribution of £40,000 (index linked from the date of this committee) towards the provision of Affordable Housing in the City of Bristol, payable prior to the occupation of 40 of the open market dwellings.

Condition(s)

Time limit for commencement of development

1. Full Planning Permission

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

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

Pre commencement condition(s)

2. Construction management plan

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

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adhered to throughout the construction period. The statement shall provide for:

- Parking of vehicle of site operatives and visitors
- routes for construction traffic
- hours of operation
- method of prevention of mud being carried onto highway
- pedestrian and cyclist protection
- proposed temporary traffic restrictions
- arrangements for turning vehicles

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

3. To ensure implementation of a programme of archaeological works

No development shall take place until the applicant/developer has secured the implementation of a programme of archaeological work, in accordance with a Written Scheme of Investigation which has been submitted by the developer and approved in writing by the Local Planning Authority.

The scheme of investigation shall include an assessment of significance and research questions; and:

1. The programme and methodology of site investigation and recording
2. The programme for post investigation assessment
3. Provision to be made for analysis of the site investigation and recording
4. Provision to be made for publication and dissemination of the analysis and records of the site investigation
5. Provision to be made for archive deposition of the analysis and records of the site investigation
6. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

Reason: To ensure that archaeological remains and features are recorded prior to their destruction.

4. Site won materials

Any site won material including soils, aggregates, recycled materials shall be assessed for chemical or other potential contaminants in accordance with a sampling scheme which shall be submitted to and approved in writing by the Local Planning Authority in advance of the reuse of site won materials. Only material which meets site specific target values approved by the Local Planning Authority shall be reused.

Reason: To ensure that the safety of future occupiers is not prejudiced.

Guidance: To comply with this condition we recommend submission of any detailed CL:AIRE Code of Practice documents/Environmental Permitting information.

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

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

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scheme works.

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

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

6. Land affected by contamination - Submission of Remediation Scheme

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

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

7. Clearance of Vegetation

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

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

8. Brownfield habitats (roofs)

Notwithstanding what is shown on the amended plans, prior to the commencement of the relevant part of the development, at least 50sq.m of brownfield habitats shall be provided on flat roofs (such as modified cycle or bin stores) as living roofs, in accordance with plans which shall be submitted to and approved by the local planning authority. The development shall then be implemented in accordance with these approved plans and retained as such thereafter.

Reason: to provide appropriate ecological mitigation

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9. The development hereby permitted shall be constructed with Finished floor Levels set a minimum of 150mm above finished external levels, and a minimum of 250mm above the fronting road centreline level.

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

10. Protection of Retained Trees / Wildlife Corridor During the Construction Period

No work of any kind shall take place until details of the protective fences to be erected around all retained trees and 15m wide Wildlife Corridor have been submitted to and approved in writing. The Local Planning Authority shall be given not less than two weeks prior written notice by the developer of the commencement of works on the site in order that the council may verify in writing that these approved tree and Wildlife Corridor protection measures are in place when the work commences. The approved fence(s) shall be in place before any equipment, machinery or materials are brought on to the site for the purposes of the development and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Within the fenced area(s) there shall be no scaffolding, no stockpiling of any materials or soil, no machinery or other equipment parked or operated, no traffic over the root system, no changes to the soil level, no excavation of trenches, no site huts, no fires lit, no dumping of toxic chemicals and no retained trees shall be used for winching purposes. If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the council.

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

11. Bird and bat boxes

Prior to commencement of above ground works, details shall be submitted providing the specification, orientation, height and location for built-in bird nesting and bat roosting opportunities. This shall include 15 built-in bird and 12 built-in bat boxes or bat tubes.

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

Guidance: Examples of built-in bird and bat boxes are available from:

<http://www.ibstock.com/sustainability-ecozone.asp>

http://www.nhbs.com/brick_boxes_for_birds_eqcat_431.html

If built-in bird and bat boxes cannot be provided within built structures, they should be provided on trees (with no more than one bird box per tree).

Bird boxes should be installed to face between north and east to avoid direct sunlight and heavy rain. Bat boxes should face south, between south-east and south-west. Bird boxes should be erected out of the reach of predators. For small hole-nesting species bird boxes should be erected between two and four metres high. Bat boxes should be erected at a height of at least four metres, close to hedges, shrubs or tree-lines and avoid well lit locations.

12. Lighting plan - bats

Prior to commencement of the relevant part of the development, details for any proposed external lighting shall be submitted and agreed in writing by the Local Planning Authority. This shall include a lux level contour plan, and should seek to ensure no light spill outside of the site boundaries. The lux contour plan should extend outwards to incremental levels of zero lux.

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

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

13. Public Art Plan

Prior to the commencement of above ground works, the developer shall liaise with Bristol City Council's Senior Public Art Officer to appoint a Suitably Qualified Public Art Consultant to prepare a Public Art Plan for the development, which shall be submitted to and approved in writing by the Local Planning Authority. The Public Art Plan shall be a document outlining:

- the public art commissions programme
- concept proposals
- a procurement process for the artists employed
- a schedule for delivery of the programme
- The budget for the delivery of the overall public art scheme

Reason: To ensure an appropriate Public Art Scheme is delivered.

14. Further details of boundary treatment before relevant element started

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

- a) boundary treatments

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

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

15. Further details

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

- a) design of doors and windows (including reveals, lintels, copings, sills etc)
- b) roof design (including ridge, eaves, soffit details)

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

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

16. Sample Panels before specified elements started

Sample panels of the external materials; demonstrating the colour, texture, face bond and pointing are to be erected on site and approved in writing by the Local Planning Authority before the relevant parts of the work are commenced. The development shall be completed in accordance with the approved details before the building is occupied.

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

Pre occupation condition(s)

17. To secure the conduct of a watching brief during development groundworks

The applicant/developer shall ensure that all groundworks, including geotechnical works, are monitored and recorded by an archaeologist or an archaeological organisation to be approved by the council and in accordance with the Written Scheme of Investigation approved under condition.

Reason: To record remains of archaeological interest before destruction.

18. Completion of Vehicular Access - Shown on approved plans

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

Reason: In the interests of highway safety.

19. Submission and Approval of Landscaping Scheme

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

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

20. Landscape and nature conservation management plan

In accordance with the recommendations in the Further Ecological Surveys (dated May 2015), prior to the occupation of any of the units hereby approved, a ten year landscape and nature conservation management plan should be produced for the application area, which shall be submitted to and approved by the local planning authority. This should include consideration of features of interest, objectives, management compartments and prescriptions, a work schedule including a 10 year annual work plan, resourcing including a financial budget and ecological monitoring. The Management Plan shall then be implemented in accordance with the approved details for the relevant ten year period.

Reason: To conserve and enhance the nature conservation and landscape features on the site.

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21. Land affected by contamination - Reporting of Unexpected Contamination

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

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

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

22. Public Art (Designs)

Following approval of the Public Art Plan by the Local Planning Authority, details of the individual public art commission (concept, and full plans, and elevations) together with details of their care and maintenance, shall be submitted for approval by the LPA prior to the relevant works commencing. All public art works shall be completed in accordance with the programme in the approved Public Art Plan and thereafter retained as part of the development, unless otherwise agreed in writing by the Local Planning Authority. Where a Public art works is installed in an area to be adopted by the council the developer shall include a sum to the relevant BCC department, to ensure the care and maintenance of the works.

Reason: To ensure an appropriate Public Art Scheme is delivered.

23. Travel Plans - Not submitted

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

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

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

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

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

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25. Electric vehicle charging point

Prior to occupation of any unit, passive provision for electric vehicle charging points should be provided throughout the development.

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

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

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

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

27. Sustainability and Energy Efficiency

Prior to the occupation of the units hereby permitted, the development shall be carried out in accordance with the measures set out within the Revised Energy Strategy, received 26 June 2015. Such measures shall be retained as such thereafter, unless agreed otherwise in writing with the Local Planning Authority.

Reason: In order to ensure that the development meets the relevant sustainability and energy efficiency requirements.

Post occupation management

28. No further extensions

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and/or re-enacting that Order) no extension or enlargement (including additions to roofs) shall be made to the dwellinghouse(s) hereby permitted, or any detached building erected, without the express permission in writing of the council.

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

29. No Further Windows

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

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

List of approved plans

30. List of approved plans and drawings

The development shall conform in all aspects with the plans and details shown in the application as listed below, unless variations are agreed by the Local Planning Authority in

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order to discharge other conditions attached to this decision.

100H Planning layout, received 12 January 2016
101D Landscaping layout, received 12 January 2016
102A Site location plan, received 3 November 2015
110E External works layout, received 12 January 2016
51C Street scenes, received 12 January 2016
54A Wall and fence details, received 12 January 2016
Arboricultural Implications Assessment, received 3 November 2015
CHP Feasibility Analysis, received 26 June 2015
Revised Energy Strategy, received 26 June 2015
FB A-1B Front elevation flat block A, received 18 December 2015
Ecology Statement, received 3 November 2015
Flood Risk Assessment, received 3 November 2015
Noise Assessment, received 3 November 2015
Planning Statement, received 3 November 2015
Statement of Community Involvement, received 26 June 2015
Transport Statement, received 3 November 2015
Design and Access Statement, received 3 November 2015
Outline Lighting Strategy, received 13 November 2015
HT-C-2B House type C, received 18 December 2015
100-1H Coloured planning layout, received 12 January 2016
HT-C-1A House type C, received 18 December 2015
HT-C-3A House type C, received 3 November 2015
HT-D-1B House type D, received 18 December 2015
HT-D-2B House type D, received 18 December 2015
HT-E-B House type E, received 18 December 2015
HT-F-1A House type F, received 18 December 2015
HT-F-2B House type F, received 18 December 2015
HT-F-3B House type F, received 18 December 2015
HT-F-4B House type F, received 18 December 2015
HT-GA House type G, received 18 December 2015
HT-H1B House type H1, received 18 December 2015
HT-H2A House type H2, received 18 December 2015
HT-J-1A House type J, received 18 December 2015
HT-J-2A House type J, received 18 December 2015
HT-J-3A House type J, received 18 December 2015
HT-LB House type L, received 18 December 2015
HT-M-1C House type M, received 12 January 2016
FB-A-1C Flat block A front and side elevations, received 12 January 2016
FB-A-2C Flat block A rear and side elevations, received 12 January 2016
FB-A-3D Flat block A ground floor plan, received 12 January 2016
FB-A-4D Flat block A first floor plan, received 12 January 2016
FB-A-5D Flat block A second floor plan, received 12 January 2016
FB-B-1B Flat block B front elevation, received 18 December 2015
FB-B-2A Flat block B side elevation 1, received 18 December 2015
FB-B-3B Flat block B rear elevation, received 18 December 2015
FB-B-4A Flat block B side elevation 2, received 18 December 2015
FB-B-5B Flat block B ground floor plan, received 18 December 2015
FB-B-6A Flat block B first floor plan, received 18 December 2015
FB-B-7A Flat block B second floor plan, received 18 December 2015
FB-N-1C Flat block N front elevation, received 12 January 2016
FB-N-2B Flat block N rear elevation, received 18 December 2015
FB-N-3B Flat block N side elevations, received 18 December 2015
FB-N-4C Flat block N ground floor plan, received 12 January 2016

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FB-N-5C Flat block N first floor plan, received 12 January 2016
 FB-N-6C Flat block N second floor plan, received 12 January 2016
 TE/1249/400D Proposed drainage strategy, received 3 November 2015
 TE/1249/401/D SW drainage pipe numbers, received 3 November 2015
 Viability Report, received 3 November 2015

Reason: For the avoidance of doubt.

Advices

1. Under the terms of the Water Resources Act 1991 and the Land Drainage Byelaws, the prior written consent of the Environment Agency is required for any proposed works or structures in, under, over or within 8 metres of the top of the bank of the Pigeonhouse Stream designated a 'main river'. The need for Flood Defence Consent is over and above the need for planning permission. For further information as to the scope of our controls and to obtain an application form please email bridgwater.fdc@environment-agency.gov.uk .

2. Construction Traffic Management Plan

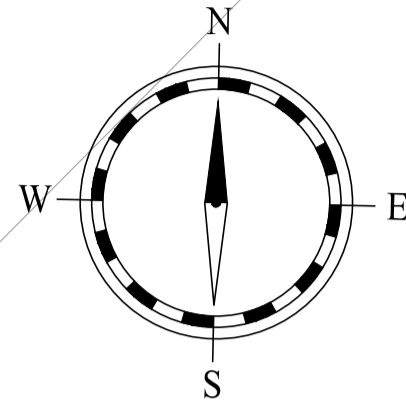
The development hereby approved is likely to impact on the highway network during its construction. The applicant is required to contact Highway Network Management to discuss any temporary traffic management measures required, such as footway, Public Right of Way, or carriageway closures or temporary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

BACKGROUND PAPERS

Flood Risk Manager	20 July 2015
Avon Fire & Rescue Service	20 July 2015
Sustainable Cities Team	27 July 2015
Urban Design	7 August 2015
City Centre Projects (Public Art)	27 July 2015
Landscape	29 July 2015
Wales & West Utilities	15 July 2015
Archaeology Team	5 August 2015
Contaminated Land Environmental Protection	22 July 2015
Crime Reduction Unit	24 July 2015
Environment Agency (Sustainable Places)	28 July 2015
Landscape	5 November 2015
Archaeology Team	8 December 2015
Crime Reduction Unit	9 November 2015
Environment Agency (Sustainable Places)	25 November 2015
Flood Risk Manager	26 November 2015
Urban Design	18 December 2015

WILLS WAY, IMPERIAL PARK, BRISTOL

PLANNING LAYOUT



KEY - PLANNING LAYOUT

NOTE - Drawing to be read in conjunction with the following detailed drawings:-
 I 134-110 (External Works Layout)
 I 134-51 (Street Scenes)
 I 134-54 (Wall & Fence Details)

- 1.0m high close boarded fence
- 1.0m high timber gates fitted with Pad bolts or similar
- - - 1.0m x 1.0m high Privacy Panel with 1.2m high post and wire fence
- 0.6m high knee rail fence
- 1.2m high iron railings
- 1.0m high screen wall
- 1.0m low wall
- 1.2m high bollards
- 900mm wide path for private units
1200mm wide for affordable units
- Proposed grass planting (Refer to Landscaping Architects details)
- Proposed shrub planting (Refer to Landscaping Architects details)
- Proposed trees (Refer to Landscaping Architects details)
- Existing trees (Refer to Landscaping Layout for further details and for trees removed)
- Existing trees removed (Refer to Landscaping Layout for further details and for trees removed)
- 4 Plot number
- Indicates front & rear door positions
- Indicates chimney position
- 104 Indicates Affordable Units
- Visitors Cycle stands
- Shed / Cycle storage
- Indicates herringbone pavings

SCHEDULE OF ACCOMMODATION (Private)

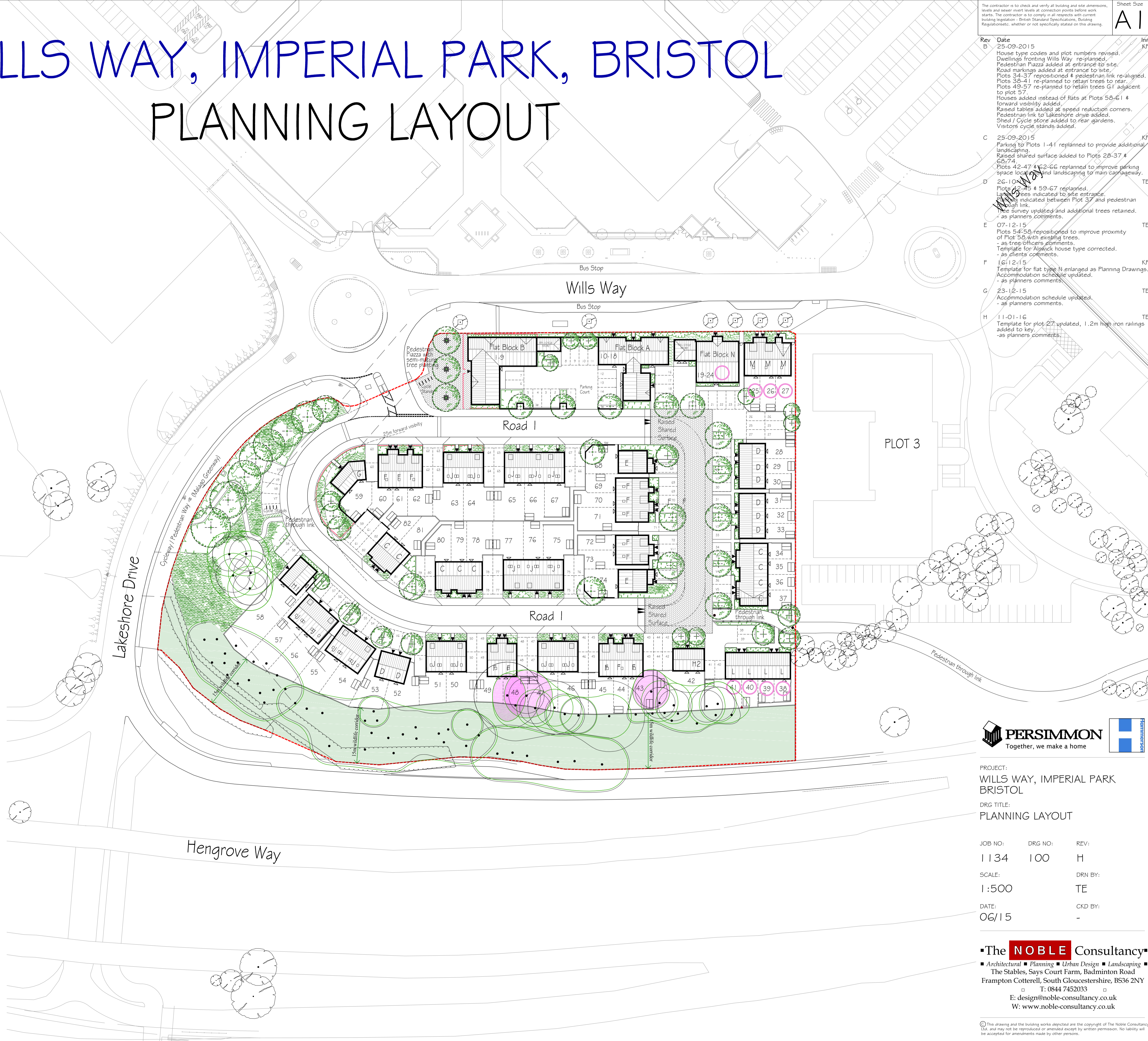
Code	Name	Bedrooms	Bedspaces	Sq. m.	Sq. Ft.	No.	Total Sq. Ft.	Tenure
A	Flat Type 1 (GF)	2	2	50.07	539	3	1,617	
	Flat Type 2 (FF)	2	2	50.07	539	3	1,617	
	Flat Type 3 (5F)	2	2	50.07	539	3	1,617	
B	Flat Type 4	2	3	58.34	628	3	1,884	
	Flat Type 5	2	3	58.99	635	3	1,905	
	Flat Type 6	2	3	62.61	674	3	2,022	
C	Almuck	2	3	59.27	638	9	5,742	
D	Moseley	2	4	68.65	739	8	5,912	
E	Rufford	2	4	80.82	870	2	1,740	
F	Souter	2	4	86.58	932	13	12,116	
G	O9G9.5.22	3	5	90.02	969	1	969	
H	Clayton	2	4	92.80	999	2	1,998	
J	Leicester	3	6	107.95	1162	16	18,592	
						TOTAL 69	57,731	

SCHEDULE OF ACCOMMODATION (Affordable)

L	Moseley LTH	2	4	75.52	813	4	3,252	Shared Ownership
M	Souter LTH	2	4	92.90	1000	3	3,000	Shared Ownership
N	Flat Type 1 (GF)	1	2	46.17	497	1	497	Rented
	Flat Type 2 (GF)	1	2	45.80	493	1	493	Rented
	Flat Type 3 (FF & 5F)	1	2	52.11	561	2	1,122	Rented
	Flat Type 4 (FF & 5F)	1	2	51.28	552	2	1,104	Rented
						TOTAL 13	9,466	

TOTAL 82 67,197

GROSS SITE AREA	4.30 acres approx
NETT SITE AREA	2.91 acres approx
SITE DENSITY	28.18 units per acre
COVERAGE	23,092 sq ft per acre



The contractor is to check and verify all building and site dimensions, levels and sewer invert levels at connection points before work starts. The contractor is to comply in all respects with current building legislation - British Standard Specifications, Building Regulations, whether or not specifically stated on the drawing.

Sheet Size
A1

- Rev Date 25-09-2015 Int KF
 B House type codes and plot numbers revised.
 Dwellings fronting Wills Way re-planned.
 Pedestrian Plaza added at entrance to site.
 Road markings added at entrance to site.
 Plots 34-37 repositioned & pedestrian link re-aligned.
 Plots 38-41 re-planned to retain trees to rear.
 Plots 42-57 re-planned to retain trees G1 adjacent to plot 57.
 Houses added instead of flats at Plots 58-61 & forward visibility added.
 Raised tables added at speed reduction corners.
 Pedestrian link to Lakeshore drive added.
 Shed / Cycle store added to rear gardens.
 Visitors cycle stands added.
- C 25-09-2015 KF
 Parking for Plots 1-41 replanned to provide additional landscaping.
 Raised shared surface added to Plots 28-37 & 62-74.
 Plots 42-47 & 62-66 replanned to improve parking space local to landscaping to main carriageway.
- D 26-10-2015 TE
 Plots 22-23 & 59-67 replanned.
 Landscaping indicated to site entrance.
 Pedestrian link indicated between Plot 37 and pedestrian through link.
 Tree survey updated and additional trees retained.
 as planners comments.
- E 07-12-15 TE
 Plots 54-56 repositioned to improve proximity of Plot 58 with existing trees.
 as tree officers comments.
 Template for Alwick house type corrected.
 as clients comments.
- F 16-12-15 KF
 Template for flat type N enlarged as Planning Drawings.
 Accommodation schedule updated.
 as planners comments.
- G 23-12-15 TE
 Accommodation schedule updated.
 as planners comments.
- H 11-01-16 TE
 Template for plot 27 updated, 1.2m high iron railings added to key.
 as planners comments.



PROJECT:
**WILLS WAY, IMPERIAL PARK
 BRISTOL**

DRG TITLE:
PLANNING LAYOUT

JOB NO:	DRG NO:	REV:
1134	100	H
SCALE:	DRN BY:	
1:500	TE	
DATE:	CKD BY:	
06/15	-	

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