

Development Control A Committee Agenda



Date: Wednesday, 11 August 2021

Time: 6.00 pm

Venue: The Council Chamber - City Hall, College Green, Bristol, BS1 5TR

Distribution:

Councillors: Richard Eddy (Chair), John Geater, Paul Goggin, Fi Hance, Tom Hathway, Philippa Hulme, Steve Pearce, Ed Plowden and Andrew Varney

Copies to: Zoe Willcox (Director: Development of Place), Gary Collins, Matthew Cockburn, Susannah Pettit, Laurence Fallon, Stephen Peacock (Executive Director for Growth and Regeneration), Ken Reid and Thomas Wilkinson

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E-mail: democratic.services@bristol.gov.uk

Date: Tuesday, 10 August 2021



Agenda

8. Public Forum

Up to 30 minutes is allowed for this item.

(Pages 3 - 38)

Any member of the public or Councillor may participate in Public Forum. The detailed arrangements for so doing are set out in the Public Information Sheet at the back of this agenda. Public Forum items should be emailed to democratic.services@bristol.gov.uk and please note that the following deadlines will apply in relation to this meeting:-

Questions - Written questions must be received 3 clear working days prior to the meeting. For this meeting, this means that your question(s) must be received in this office **at the latest by 5pm on Thursday 5th August 2021.**

Petitions and Statements - Petitions and statements must be received on the working day prior to the meeting. For this meeting this means that your submission must be received in this office **at the latest by 12 Noon on Tuesday 10th August 2021.**

Members of the public who wish to present their public forum statement, question or petition at the zoom meeting must register their interest by giving at least two clear working days' notice prior to the meeting by **2pm on Monday 9th August 2021.**

PLEASE NOTE THAT IN ACCORDANCE WITH THE NEW STANDING ORDERS AGREED BY BRISTOL CITY COUNCIL, YOU MUST SUBMIT EITHER A STATEMENT, PETITION OR QUESTION TO ACCOMPANY YOUR REGISTER TO SPEAK.

In accordance with previous practice adopted for people wishing to speak at Development Control Committees, please note that you may only be allowed **1 minute** subject to the number of requests received for the meeting.



Amendment Sheet 11 August 2021

Item 1: - 6 Clyde Park Bristol BS6 6RR

Page no.	Amendment/additional information
	No amendments

Item 2: - Green Court Access 18 Bristol

Page no.	Amendment/additional information
	No amendments

Item 3: - Ferro Wapping Wharf Bristol BS1 6GW

Page no.	Amendment/additional information
3	<p>Councillor Ani Stafford-Townsend (Central) made the following comments</p> <p>I write in support of this application. The residents appear to have been given a clear indication of approval in advance, there does not appear to be any objections from neighbouring residents. This application does not appear to be detrimental to the look and feel of the harbourside, but will provide needed accommodation.</p>

Public Forum

D C Committee A

6pm on 11th August 2021



1. Members of the Development Control Committee A

Councillors: Richard Eddy (Chair), Fi Hance, Andrew Varney, John Geater, Tom Hathway, Phillipa Hulme, Paul Goggin, Steve Pearce and Ed Plowden

2. Officers:

Gary Collins - Development Management, Zoe Willcox, Matthew Cockburn, Laurence Fallon, Jeremy Livitt

Statements/Petitions			
Statement	Request To Speak Made Where Indicated S = Speaker	Name	Application
A1	S	Jane Valentine	21/00746/F - 6 Clyde Park
A2	S	Jonathan French	
A3	S	Tom Gilks	
A4		Kyle Douglas	
A5		Alison Bromilow, Redland and Cotham Amenities Society	
A6		Ian Tidmarsh	
A7	S	Peter Wadsley	
A8		Eleanor Breed	
A9		Amy Goodall	
A10	S	ClIr Guy Poultney	
B1	S	Councillor Don Alexander	20/03659/F – Green Court, Access 18, Avonmouth
C1	S	Paul Ville	21/00288/F – Ferro, Whapping Wharf
C2	S	John Baker, Point Consultancy Limited	
C3	S	Molly Petts	
C4	S	Trevor Gray	
C5		ClIr Fi Hance	
C6		ClIr Ani Stafford Townsend	
C7		Mary Jackson	
C8		Harriet Bowman	

STATEMENT NUMBER A1

Written submission and request to speak at the Development Control Committee, Wednesday 11 August 2021

Jane Valentine, Elliston Road, Bristol

Application no. 21/00746/F **Site address:** 6 Clyde Park Bristol BS6 6RR

This application received a total of 61 objections, including objections from 2 Councillors, 2 Amenities Associations, a conservation Planning Consultant, a Heritage expert and 55 residents. This is a community that cares passionately about the conservation area and its green space. The report appears to dismiss the volume and strength of these objections rather lightly, which sets a worrying precedent regarding the importance of the public consultation process.

The LSOA for the area of Clyde Road is 78% flats to 22% houses. To bring this to life, the 150m area encompassing Chandos Road, Elliston Road, Clyde Mews, Clyde Lane and Clyde Park, which access and enjoy views of the lane, contains a total of 100 dwellings housing in the region of 180 people. The dwellings are comprised of 26 houses, 12 one bedroom flats, 39 two bedroom flats, 4 studio flats and 5 HMOs of 5 bedrooms or more. Only 14 (23%) of these flats, studios and HMO rooms have access to outside space.

This means that residents of 56 homes in the immediate area rely on the views from their windows for their wellbeing. Given that Cotham is the most densely populated Bristol ward, yet remains characterised by its open views and green space, this illustrates just how valuable the views of gardens and green spaces are for many residents.

Furthermore, of the 26 houses, only 7 of these are 3 bedroom family homes, of which only 6 have gardens. The Officer's report confirms on page 8 'there is an imbalance between flats and houses within the local area and that there is a need for larger, family sized accommodation (at least 3 bedrooms with outside amenity space) rather than smaller flats'. The report goes on to state 'the new dwelling would not be suitable or attractive for families given the limited space available'.

The scale of the proposed property equates to a small 2 bedroom flat. To grant planning for this property will simply increase the number of 2 bedroom properties in the immediate area to a total of 40; perpetuating the LSOA imbalance.

I would invite the Nature Conservation Officer consulted for the report to visit the area to complete a report of the area rather than simply stating that they have no records of priority species here. Local knowledge will confirm Clyde Lane is home to 3 priority species – hedgehogs, swifts and house sparrows. The lane and gardens are part of an important local wildlife corridor for both wildlife and pollinators, connecting Cotham Gardens, the railway, Clyde Park and Redland Green, with sightings registered with the BRERC and RSPB.

The Officer's Report refers to Policy DM21 - the development of private gardens. The policy states "private residential gardens make an important contribution to the city's green infrastructure and to the character of its residential areas." It also states "In all cases, any development of garden land should not result in harm to the character and appearance of an area." Objections submitted by a Conservation Planning Consultant, a Heritage Expert and by RCAS conclude that this development neither safeguards nor enhances the Conservation Area, but harms it and is contrary to policies BCS22, DM21 and the NPPF. The report confirms the LSOA imbalance; heritage experts confirm the application will harm the conservation area, therefore one should conclude that the terms of policy DM21 in fact protect this garden from development.

Bristol Planning state that every application is considered on its individual merit. However, an holistic overview of the combined impact of multiple independent applications is urgently required. The Government's 2020 planning white paper confirms "we must rediscover the original mission and purpose of those who sought to improve our homes and streets in late Victorian and early 20th century Britain". These are the very people who built this area. This application speeds a return to urban degeneration, in contrast to Councils such as neighbouring Gloucestershire, promoting Brabazon Park, where residents can live, work and benefit from gardens and parks.

To conclude, the Officer's report confirms that the application perpetuates an increase in 2 bedroom properties and does not deliver the area's requirement for a 3 bedroom family home with outside space. I therefore urge the Committee to refuse planning in order to slow the LSOA imbalance for Cotham and uphold the policies of the 2011 Redland and Cotham character appraisal put **Page 6** BCC to preserve this conservation area.

STATEMENT NUMBER A2

Objection to Application Number 21/00746/F

6 Clyde Park, Bristol BS6 6RR

Dr Jonathan French, Clyde Lane, Bristol

I'd like to thank the panel for taking the time to visit the site. I hope you noticed the scratches on the side of our house from vehicles trying to navigate the tight corner on Clyde Lane. I hope you could see that there would be no space for construction, loading, or parking, without blocking the lane for the 19 residents that use it, including 5 NHS workers (contrary to policy DM23 ii. Proposals must provide appropriate servicing and loading facilities). You can imagine how reversing lorries already pose a danger to the children that play in Clyde Mews.

You have seen how adding an extra storey will overshadow our house opposite, and the adjacent gardens. The front window would look straight into our bedroom. The privacy screen proposed is not an acceptable solution as it would easily be removed in the future under the guise of cleaning or maintenance.

A note on the conservation area - the local mews properties described in the report were ALL built on brownfield sites - a disused factory and printworks. There were no gardens involved. Allowing this garden to be developed would be a huge decision and set a new precedent for developments of gardens in the area. The community highly value these green spaces. The main threats to the conservation area described by Zoe Wilcox of the council in the local character appraisal are:

- 1) Development or overlaying of gardens resulting in loss of trees
- 2) Increase in number of HMOs in the area putting increased pressure on the public realm,
- 3) Continued or increased loss of gaps between houses through development in side plots and gardens preventing views and reducing verdant character
- 4) Continued or increased unsympathetic roof level alterations.

This proposal represents all of these threats and therefore I urge the council to take this opportunity now, and I quote in your own words, for "positive use of development management powers to prevent development of rear garden plots where it would have a negative impact on the character of the Conservation Area". Thank you.

STATEMENT NUMBER A3

Written submission and request to speak at the Development Control Committee, 11 August 2021

Application no: 21/00746/F Site address: 6 Clyde Park Bristol BS6 6RR

We appreciate the Committee taking the time to conduct a site visit and hope this has helped you to visualise and understand residents' concerns about the impact this building would have on the direct neighbours and wider area.

We are very concerned that the OR makes no reference to the loss of amenity to 5 Clyde Park and contravenes Core Strategy Policy BCS21 and Policies DM27 and DM29 that require development to safeguard the residential amenity of surrounding properties in respect of overlooking, loss of privacy, loss of outlook, and loss of daylight. In both our original and updated objections, we tried to highlight how significant the impact this proposed building would be on our home (which adjoins No. 6), with a major loss of privacy and overshadowing of our property and neighbours. Our primary concerns are:

1. Loss of privacy

- The first-floor window at the westerly end will look directly into our property, which will feel like a direct invasion of our privacy. Not only will we have a window looking in at us, but in return we will have unavoidable views into the proposed house which will make us feel awkward.
- The application says *"the proposed dwelling has no windows in either side elevation to avoid any overlooking issues with the neighbouring gardens"* yet the drawings show windows/roof lights in the bedroom and they will be looking out directly onto our garden.

2. Scale

- The application says *"the two-storey element of the building is confined to the footprint of the existing garage in order to reduce any overbearing/overshadowing of the neighbouring gardens"* but the proposed drawings contradict this, showing the two-storey part of the building is almost twice the length of the existing garage. The design seems to contravene what the pre-application presupposes with respect to current building lines by extending significantly further towards the houses of Clyde Park than the existing garage, as well as around 300mm wider than the existing garage.

3. Overshadowing and loss of light

- The application says *"the low eaves and ridge level achieved by sinking the ground floor level result in no significant overshadowing to the neighbouring gardens"* which is inaccurate. The creation of a two-storey property will have significant impacts on the daylight we currently enjoy, overshadowing much of our garden in the morning, as well as later in the day during the winter months. The building would also overshadow the Coach House, resulting in significant loss of light into their home.
- The shadow analysis is misleading and the use of a bird's eye view does not accurately reflect the impact this building would have.

Additionally, the Officer's report appears to have entirely missed or ignored the professional insight of both the planning consultant David Glasson's letter and the Heritage Assessment from Andrew Foyle. I would appeal to this committee to read this assessment, which clearly identifies mews development like this not being previously established or recognised. This was also the conclusion of a separate heritage report undertaken by David Hague in response to a withdrawn application at 3 Clyde Park (ref 20/06226/F).

Furthermore, there appears to be no serious acknowledgement in the OR that this proposed development sits within a conservation area. There is a covenant dating back to 1869 stating that no other separate building should be erected on the properties of Clyde Park. Objections have also been lodged by RCAS and both previous and current Local Councillors.

To conclude, this proposed development would be a significant invasion of our privacy and have an enormous impact on our property and day-to-day living, as well as setting the precedent for the creation of a new street of individual houses along a lane that was never intended to have new dwellings. It is clear that there is considerable local unhappiness about the fundamental issue of building new houses on this lane in a designated conservation area and we urge the Committee to refuse planning and prevent the erosion of this Conservation Area and highly valued green space.

Tom Gilks, Clyde Park

STATEMENT NUMBER A4

Dear Members of the Planning Committee, as a resident in the 'Chandos Area', I am shocked that this proposal is live again and that planning officers should be in any way positive about such over-development in Redland, already recognised by Bristol City Council as the most densely populated area of Bristol. Shoe-horning in this development would seriously infringe the privacy of 5 Clyde Park, the Coach House and 28 Woodfield Road. This is another small 2 bed development when Bristol City Council policy is for 3 bed family accommodation, and of course in reality it has the potential to become another short-term rental property. It has the size and dimensions of a flat, not a house, and this area is already 78% flats.

I plead with Bristol City Council to protect this green space in an already crowded part of the city and preserve the views through gardens towards the converted church on Chandos Road, in line with the summary of character & special interest as detailed in paras 4.1 and 4.4 of Bristol City Council's Conservation area character appraisals. Please recognise and value the appearance of the conservation area and oppose harm to it.

There is no car parking space. Not allocating parking permits now does not mean this will not change. For example, student household allocation has increased from 2 to 3.

It would deprive a large family house of a traditional back garden, and would set a dangerous precedent both for Clyde Park and the wider area. Emergency access to Clyde Mews would be blocked should the proposed house be taking a delivery or itself require disabled or emergency access at the time. Blockage of the lane would be certain to happen during construction works and would occur at any time in the proposed house's life.

Yours sincerely Kyle Douglas

STATEMENT NUMBER A5

RCAS objects to this application.

The proposed dwelling would be

- an overdevelopment of the site,
- fails to preserve and enhance the particular characteristic of this part of the conservation area,
- creates substandard residential accommodation and
- fails to contribute to the imbalance of residential typology

Therefore the principle of development in this case would on balance not be acceptable.

Substandard accommodation: The officers report notes that the census data shows there is a need for larger, family sized accommodation (at least 3 bedrooms with outside amenity space) rather than smaller flats.

The proposal in this instance seeks to introduce a new two-bedroom, four bed-space dwelling at the site. It is considered that the new dwelling would not be suitable or attractive for families given the limited space available both inside and as outside amenity space. In addition to this, one of the two bedrooms does not achieve the national space standards for a 2-bedspace bedroom.

This proposal is therefore unacceptable in that it fails to contribute to the need for family housing in the area and instead provides substandard non- family accommodation of which there is already an unbalanced supply.

The proximity of the Coach House at No.23A Elliston Road has required the imposition of a condition for the bedroom windows to have permanent louvres to avoid overlooking. The quality of residential accommodation achievable on this restricted site is not good enough and this application should be refused on grounds of overdevelopment.

Policy DM27 (Layout and Form) aims to ensure development contributes to the successful arrangement and form of buildings, structures and spaces and contribute to the creation of quality urban design and healthy, safe and sustainable places.

The mews area which includes garages as well as small housing units facing the rear of the Elliston Road houses is at the end of a cul-de-sac with a narrow access road with two right angled corners. This site is at the pinch point of this access road and is not supportive of the 'creation of healthy, safe and sustainable places' DM27. The overall principle of mews development in some parts of the conservation area may be established, however we do not agree that the principle of removing the garage and introducing mews-style development on this particular site is subsequently acceptable in principle design terms.

Failure to preserve or enhance the conservation area: The loss of glimpsed views through the back gardens fail to preserve or enhance conservation area. Policy DM21 (Development of Private Gardens) states that in all cases any development of garden land should not result in harm to the character and appearance of the area. This is further emphasised in the Cotham and Redland Conservation Area Character Appraisal 2011. The Character Analysis #7 p23 refers to 'pockets of distinct areas' such as this which contribute to the 'certain sense of space'.

If allowed this development will radically change the character of this street which is characterised as a green landscape area by the important street tree and clear views into and across the back gardens, including to the St Saviours Church on Chandos Road.

The loss of existing trees is regretted. A condition is needed to ensure this development does not result in a loss of tree canopy locally. The increased hard landscape will contribute to the existing surface water flooding issues and soakaways should be included to allow for attenuation of rainwater absorption. It is important that the trees are replaced on site because there are few spaces locally where they can be planted off site.

Approval of this application will also make it more difficult to refuse future similar applications for developments in the run of gardens along this side of the road.

STATEMENT NUMBER A6

Mr Ian Tidmarsh

Written Public Forum Statement in relation to planning application no. 21/00746/F for submission to Control Committee A at its meeting on Wednesday 11th August 2021 - Application Number 21/00746/F

I strongly oppose the proposed development and am deeply alarmed, as should the committee be, by the poor quality of the report and recommendation submitted by the Planning Officer.

I have submitted two detailed objections during this somewhat convoluted and apparently corrupted planning process.

Today my submission focusses on the context and location of the proposed plot and following your visit to the site, I would ask you to consider the following:

a) does the information and description of the location and context provided by the officer (in the pre advice and officer's report) represent a truthful and accurate view, or is it conveniently adapted to suit the premise that planning will be granted regardless of due process. Hence, is the recommendation robust?

b) is this site, in an already highly populated area of our conservation area, suitable for a small (flat sized) residential development where none exist today?

From the outset in the Pre-advice the officer has repeatedly inaccurately described the location of the plot and its context:

'The application site is currently occupied by a single story garage which backs onto Clyde Lane, which is an adopted highway which includes some existing small scale mews developments'

'The local area is predominantly residential in character, and contains a number of small mews type houses in place of previous garages and outbuildings'

'...the character appraisal notes that occasionally intimate streets or cul-de-sacs are set behind principle Victorian Streets... An identified example is Clyde Lane'. ...'As such, no concerns are raised to the introduction of a mews house in the proposed location'

The Officer Report continues to inaccurately describe the site as being amongst, and providing continuation of, mews houses in Clyde Lane - see pages 1, 7, 8, 10, 11, 12 & 13

This is not true or accurate.

Clyde Lane does not have any mews developments or any other properties facing onto the highway, except Clyde House (a significant Victorian property), situated at the end of the Elliston Road terrace.

At present, the only buildings in this space (to the rear of Clyde Park facing onto Clyde Lane) are garden sheds and small-scale lock-up garages of uncertain date. The only new buildings in the immediate neighbourhood are those that border this space, and are accessed via Clyde Lane. These are the houses of Clyde Mews, for which planning permission was granted in 1988 to replace the existing warehouse and workshops of Stone's the builders (Ref.88/02294/F), and the Coach House, which replaced an existing two-storey workshop (Ref: 09/02605/F).

Properties in Clyde Mews are viable family homes, typically 3 or 4 bedrooms, c1,500 Sq Ft and with garages and gardens.

When developed Clyde Mews did not form any part of the gardens of residential properties which continue to form a significant part of the open and verdant outlook.

The existing local mews houses do not relate in any way to the proposed plot behind No6 Clyde Park or any other part of Clyde Lane.

It is no more acceptable or relevant to use this (genuine brown-field) development as a justification for the application than it is to assert that building a high rise block in Clifton Village is acceptable because there are already high rise blocks visible across Bristol.

In the first instance I might regard misrepresentation as an oversight caused by not visiting the site. However, the officer has continued to present an argument throughout the planning process which is significant but materially inaccurate. I urge you to disregard the notion that building a 'mews style' or any other type of property on this plot is in any way a continuation of something that already exists in Clyde Lane. To the contrary, no residential properties exist today and granting permission will cause significant damage, disruption and overcrowding in a rare and important part of the conservation area.

STATEMENT NUMBER A7

Development Control Committee Meeting - 11.08.21 6, Clyde Park/Clyde Lane, Redland - Applicn.no. 21/00746/F

1. There is obviously a major difference between the residents who have provided a planning assessment by an experienced planning consultant, David Glasson MRTPI, which sets out reasons why the development should not proceed and also sets out reasons for refusal. This document is not referred to in the OR. Nor is the expert Heritage Assessment by Andrew Foyle, MA, which wholly differs from the officer assessment, applies all the local and national guidance and finds harm to the Conservation Area ('CA'). The matters which I refer to below come from these reports, particularly Mr. Foyle's, which reference in detail the Conservation Area Appraisal ('CAA') - which the OR does not.

2. As Mr. Foyle finds, this development does not safeguard or enhance the Conservation Area but harms it and is contrary to policies BCS22 and DM21 and the NPPF.

3. The fundamental point made by the OR (see pp. 1 & 10) is that "*The overall principle of mews development in this part of the conservation area is ... already established*" and therefore residential development in the gardens is acceptable. It is, with respect to the Officer, a basic misunderstanding of the character of the area. No dwellings have so far been built in the gardens of Clyde Park properties; nor have they ever been there historically. The earliest OS plan of 1884 shows no mews dwellings in gardens. It shows a stables/coach houses block (not dwellings) on the site of the present modern houses at the end of Clyde Lane, thus avoiding the need for stables in individual gardens. These modern houses replace a 20th century commercial development.

4. There is good reason why dwellings should not be built in the gardens. This part of the CA has a "*particularly verdant character*" and is "*rich in trees*" (CAA 7.1.6j & 7.1.6t). Glimpsed views "*add greatly to [the CA's] special interest*"; these include views to and from private gardens and along the rear building line to front and rear elevations, roofscapes and landscapes (CAA 6.2.10). These qualities remain today. The proposed development is harmful to the Conservation Area and the CAA and these qualities and its special interest because:

(1) Development in gardens and loss of views across and through gardens (CAA p. 49 – says: this is seen as a weakness and a threat to the CA). The CAA describes threats: "*Continued or increased loss of gaps between houses through development in side plots and gardens preventing views and reducing verdant character.*" It adds to the threats: "*Loss of views through gaps between houses and gardens being developed.*" (CAA, p. 49 – emphasis supplied). Unfortunately, this development is an example of these threats and the harm to the special qualities of the CA.

(2) A 2-storey house will significantly reduce and encroach on views to St. Saviours Church* both from Clyde Lane and from the Elliston Road (north) terrace which are Unlisted Buildings of Merit. The CA appraisal by Andrew Foyle shows these are harms which should be avoided. *(CAA lists as a Building of Merit: Community and Cultural Landmark - 7.1.6 & 7.5.3).

(3) It ignores a careful appraisal by the expert heritage architect, Andrew Foyle, (none was provided by the applicant) which identifies harm which is not outweighed by any benefit.

5. In short, and regrettably, the OR has not correctly assessed the character of the CA here. There is not now and never has been "*any overall principle of mews development*" in this part of the CA and so the development will not appear as a '*subservient traditional mews property*' [OR, p. 12] because there are no such properties in these gardens. There are no, and never have been, dwellings in the gardens - hence they cannot be '*traditional*'; still less is a 2-storey dwelling, which replaces a garage, '*subservient*'. The development is contrary to the CA Appraisal with development in a garden with loss of views and verdant character; harm to the views of St. Saviours Church; and as a result there is obvious harm to the CA – which merits refusal.

Peter Wadsley

STATEMENT NUMBER A8

To the Planning Committee

I write to object to the planning application to build a 2 storey 2 bedroom house at the end of the rear of 6 Clyde Park.

I strongly believe that the granting of this application would be contrary to BSC18 which calls for:

1. High quality housing and
2. wider opportunities for home ownership.
3. Policy BSC18 also states that "all 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", with reference to the evidence provided by the Strategic Housing Market Assessment, also notes that 'developments should contribute to a mix of housing types and avoid excessive concentrations of one particular type'.

The proposed development does not achieve any of these requirements as elucidated below.

1. Quality of Housing

While the current application does exceed minimum space standards the outlook from the house is very limited with the ground floor front elevation windows looking directly at the back of the retained and refurbished heritage wall. A 25% angle may allow the minimum daylight requirement but it is suspected that sunlight will be limited to early summer mornings only. The first floor front bedroom outlook is to be restricted by privacy shielding. To the rear is a sunken patio with sunlight dependant on the height of the boundary structure with 28 Woodfield Road. As the ground level is higher on the Woodfield Road side the boundary fence if installed at 1.8metres on their side could produce considerable shadow.

2. Homeownership

Reviewing average house prices in Clyde Mews on Zoopla as £414,000 (NB: none appear to have been sold in the last 20 years - an indication of a stable community) compared to the average price for a terraced house across Bristol of £314,000. The provision of a two bedroomed house in this area is beyond the reach of the average house buyer and seems unlikely to be part of the solution to the current housing crisis. As discussed above the lack of outlook, poor amenity space and no parking is not that attractive for permanent residents and suggests that this property is destined for the short term rental sector along with the substantial capital yield to be made from renting it out.

3. Mix/ Concentration

Several references are made in the Officer's report to the other mews houses in Clyde Lane. On examination there are 4 properties with the address Clyde lane – two 3 beds, one two bed and one unknown. Then there are 6 mews houses in Clyde Mews built in 1988 and each have an integral garage and a designated parking space which were probably part of the original planning condition for the development to be approved. It seems disingenuous to compare the current, minimalist, infill proposal to the existing units that have 2 allocated parking spaces each and by the longevity of ownership suggest it is a well-designed scheme. One of the 3 bed's is The Coach House built in 2012

on land to the rear of 23 Elliston Road. It would appear that mews houses make up the majority of housing stock in Clyde Lane/ Mews. Creating an additional dwelling, which the report established is not a family house, and could be occupied by 2 or three adult occupants could attract between 1 and 3 cars. It is more pragmatic to provide parking spaces as the 1988 development did, than to rely on the management of human behaviour in the future. It would seem a shame to upset an established community by overdevelopment and straining the parking infrastructure resources which are already very limited.

While this application meets many points of planning policy at a granular level I urge the Committee to consider the strategic level and not to just add this to a target list of new housing achieved at the expense of the quality of life for the new and existing residents.

Thank you for the opportunity to comment.

Eleanor Breed

Chandos Road

STATEMENT NUMBER A9

Objection to application no. 21/00746/F. “Demolition of existing residential garage and erection of 2no. bed two storey mews house, with front and rear courtyards”. Amy and Richard Goodall, Clyde Mews, Bristol

We are making this objection as residents of Clyde Mews. As such we would like to first point to some inaccuracies within the report to the committee (30.06.2021) regarding Clyde Lane and Clyde Mews.

On page 1 under the site description, the wording correctly points out that Clyde Mews is adjacent to Clyde Lane but incorrectly implies that there are “existing small scale mews developments” in the latter. This is the case elsewhere in the report also, including where Clyde Lane is incorrectly cited as an example of an “intimate street of mews...set behind the principal Victorian streets within the conservation area” and where the height of the proposed development is described as “consistent with that of surrounding mews properties within the lane”. Later references to “the mews setting” on Clyde Lane are also misleading. There is in fact no such development on Clyde Lane and Clyde Mews is a separate road. There are no mews buildings fronting Clyde Lane and it is not a “mews style street” or “intimate street” but a lane providing access to other properties, principally the back of the large Victorian villas on Clyde Park and a couple of homes at the end of Elliston Road, and access to Clyde Mews which is a no through road. There are no residential properties on the side of Clyde Lane on which the development is proposed, only garages.

Whilst the principle of mews development in this part of the conservation area has been established since 1-6 Clyde Mews were built in 1989, the context of this development was rather different in that it was a former builder’s yard, with the houses replacing buildings of a similar footprint and height. Crucially, they are all 3-bedroom houses suitable for families, each with a garden, a garage and additional parking (both a separate parking space in a private car park and the ability to safely park in front of the property on the road). The proposed single property provides only 2 bedrooms, very limited outside space in the form of small courtyards, and no parking. Reference is also made to The Coach House, a more recent development at the end of both Clyde Lane and Clyde Mews. Unlike the proposed development, the former building was of the same footprint and height. Therefore, we feel any comparison is inappropriate.

We also question whether the proposed property serves to address the housing shortage in the area. This area requires additional 3-bedrom housing with outside space, not additional 2-bedroom flats, of which this house is the equivalent. We note that another recent small 2-storey development, on the site of the former bakery on Lower Redland Road, is being used as an Airbnb. Without restrictions in place, we fear this may be used for the same purpose.

We object to this development on the basis of harm to the conservation area. There is no doubt that a two-storey property on this site will significantly alter the character of Clyde Lane which currently provides an open view through numerous mature trees across the back of St Saviours Church. Far from preserving and enhancing the conservation area’s special appearance and character, this development will damage it. Approval of this application would represent a breach of Policy DM21 (Development of Private Gardens) that states that any development of garden land should not result in harm to the character and appearance of the area. Furthermore, if this development sets a precedent, the biodiversity of the area will be further affected, with a particular threat to the magnificent London Plane tree which is a distinctive feature of the area enjoyed by many, as well as home to a range of wildlife.

We also object since it increases the risk of limiting access to Clyde Mews. Whilst we welcome the recommended condition on page 16 of the report that residents of the property

be denied the right to apply for parking permits, we question how practical this is and worry about cars being parked outside the property and causing an obstruction.

STATEMENT NUMBER A10

Objection to Application Number 21/00746/F)

6 Clyde Park, Bristol BS6 6RR

Guy Poultney (Councillor for Cotham)

I would strongly encourage the Committee to reject this application. The development demolishes a small, low garage sited in the garden of 6 Clyde Park and replaces it with a two-storey house fronting onto a section of Clyde Lane which has no other houses on it.

Parking

As acknowledged by the Bristol City Council Transport Development Management on Pg. 5 of the officer's report, *"the area already experiences parking stress due to insufficient parking, any additional vehicles associated with future residents will make this worse for existing residents in the local area."*

This development removes off-street parking spaces and adds demand for additional parking spaces. It also requires the felling of a cherry tree and an apple tree to do so, with no remaining room for on-site replacement. The suggested mitigation – plant trees elsewhere and deny any residents parking permits is inadequate.

Mixed and Balanced Community

As acknowledged in the Officer's report (on Pg. 8) – there is a huge imbalance in this part of Cotham between flats (78%) and family homes (22%). This data is based on 2011 census data – since when the problem has dramatically worsened.

The number of the family homes has been further significantly reduced by the number of HMO conversions permitted by BCC, as well as further subdivision of family homes into flats. The effect of this has been a radical over-densification with huge implications for the residential amenity of the neighbourhood. Local infrastructure has been stretched beyond breaking point, and problems with street waste, parking problems, and noise issues have become endemic.

Policy BSC18 of the adopted Core Strategy states *"...developments should contribute to a mix of housing types and avoid excessive concentrations of one particular type"* that development *"should aim to contribute to the diversity of housing in the local area and help to redress any housing imbalance that exists"*.

There is an existing dramatic imbalance which this development would clearly worsen: it reduces the volume of land designated for large family homes and replaces it with a type of

property of which there is already oversupply – adding to the existing and unacceptable problems being experienced by local residents as a result of this imbalance.

The character or appearance of this part of the Cotham & Redland Conservation Area

Policy BCS21 requires new development to *“contribute positively to an area's character and identity”* and Policy DM26 clearly states *“Development will not be permitted where it would be harmful to local character and distinctiveness”* and *“backland development will be expected to be subservient in height, scale, mass and form to the surrounding frontage buildings.”*

Policy DM27 requires that *“the height, scale and massing of development should be appropriate to the immediate context, site constraints, character of adjoining streets and spaces and setting.”*

As noted in the Officer’s report, Bristol Core Strategy Policy BCS22 requires development to *“safeguard or enhance heritage assets and the character and setting of areas of acknowledged importance including Conservation Areas.”* and *“The Cotham and Redland Conservation Area Character Appraisal (2011) states that new development or infill that fails to respect the character of an area, or ignores the predominant building lines, scale, proportions, details or materials etc. can cause **serious harm** to the special interest of the Conservation Area.”*

This development would represent a further act of over-densification – resulting from the desire by developers to maximise the monetary value of every square inch of land. There are no other dwellings on this side of this section of Clyde Lane for the proposed development to be subservient to.

The development proposed adds an isolated two-storey house to a row of back gardens, sheds and small garages. While the proposed building itself may be similar to nearby properties, it entirely ignores the predominant building lines, scale and proportions of its location. It is entirely out of keeping with the existing layout, completely inappropriate to the locality, and causes serious harm to the Conservation area.

Furthermore, these threat are explicitly articulated in the Cotham and Redland Character Appraisal and Management Proposals which include as “Main Issues Affecting Residential Areas” the following:

- Loss of trees
- Loss of ... gardens to infill
- Volume of on-street parking
- Subdivision of properties into flats adding pressure to the public realm.

These problems are all directly worsened by this proposed development. The proposals also note the *“verdant character given by trees and planting in private gardens and street trees.”*

as a strength of this locality (pg. 56) and the same document observes that “*Where roads are developed on one side only the existing trees to rear gardens are a valuable feature.*” (Pg. 40). This is precisely the case here – and a strength that would be threatened by the proposed development.

Garden Loss

Policy DM21 of the Site Allocations and Development Management Policies sets out three tests for allowing development under these circumstances – none of which are met:

1) The proposal would represent a more efficient use of land where higher densities are more appropriate

Higher densities are not appropriate here. The policy concerned clearly states in its explanatory notes that this test is not met unless “the proposed development would not result in harm to the character of the area” (DM21 Bristol Local Plan Review: Retained Local Plan Policies Pg. 38). As previously noted, the locality is over-developed and has become unbalanced in terms of property types which is acknowledged as harmful under Policy BSC18 of the adopted core strategy

2) The development will result in a significant improvement to the urban design of the area

Policies DM30 and DM31 in the Site Allocations and Development Management Policies require development to “safeguard the amenity of the host premises and neighbouring occupiers”.

The proposed development emphatically does not contribute positively to the area’s character or identity, and actively harms it by contributing further to over inappropriate over-densification in an entirely inappropriate location.

3) The proposal is an extension to an existing dwelling

It is not an extension (as confirmed in the officers’ report on pg. 7)

Conclusion

I would respectfully ask the Committee to acknowledge the precedent this development would set. In this case the developer seeks to maximise the value of the property’s footprint by cramming an additional two-storey dwelling into a garden setting where it is entirely inappropriate.

The development proposed constitutes a significant loss of amenity for neighbouring properties and contributes to recognised problems of over-densification, the further subdivision of properties in the area, and the excessive concentration of smaller dwellings. It cannot possibly be said to be good design.

The development takes a discreet row of back gardens, sheds and small garages and adds a two-storey house entirely out of keeping with its surroundings. Not only is it detrimental and harmful to the character and identity of the area in its own right, it worsens an acknowledged and serious existing harm, and creates a greater potential for more harm in the future.

This has been recognised by past and present local councillors, local residents, neighbouring dwellings, local planning groups, and residents' associations. I would urge the committee to recognise the overwhelming objections from the local community and reject this application.

Yours sincerely,

Guy Poultney (Councillor for Cotham)

STATEMENT NUMBER B1

I appreciate that, given the planning history of the site, the committee is in a challenging position; however the timing of this application is unfortunate from the point of view of residents. Our Environmental Health officers have done an excellent job in tracing and addressing the causes of the insect problems which have been an annual occurrence in my ward for a number of years. It would have been helpful not to have any new variables at this time. However, I ask that, should the committee be minded to follow the officers' recommendation, you should ensure through conditions that our Environmental Health officers are properly resourced to be able to make any necessary visits to check on the site. Many thanks.

Don Alexander, Bristol City Council Labour and Co-op councillor for Avonmouth & Lawrence Weston ward. Cabinet Member for Transport.

STATEMENT NUMBER C1

Application no. 21/00288/F Site address: Ferro Wapping Wharf Bristol BS1

6GW Proposal: Removal of former steel and wood construction providing additional residential accommodation above the deck level of the existing concrete barge

Written Public Forum Statement of: Paul Ville, local resident Merchants Row

I have registered to speak at the meeting in support of the planning application (by the deadline of 2pm, 9th August), and submitted the following accompanying written statement (by the deadline of noon, 10th August).

As a Bristol resident I am proud of Bristol City Council's culture of active consultation and listening to residents on a wide range of issues, not least on planning matters. I am pleased to have been consulted on the application from the outset and to have the opportunity to comment on it now

I have lived on the dockside, opposite the barge known as Ferro since September 2007. My house is probably the closest neighbouring property. I have also been an active recreational user of the docks since 1999, as a walker and cyclist and on the water as a regular rower. I am therefore very familiar with Ferro and the harbour context and feel well qualified to comment on the proposal.

I strongly support the application for the following reasons:

- The Officer's report provides a long and detailed reason why planning approval for this single and relatively modest home should be rejected on heritage and aesthetic grounds. However, while this may be well-meaning, I think the report is inaccurate, and misleading and that to reject the application on these grounds would be unfair.

This isn't an application to graft a new and incongruous extension onto a listed building or a proposal to create a structure which is out of kilter with the local environment. If it were I wouldn't be supporting it.

The dockside is an eclectic fusion of old and new buildings and other structures both on and off the water. This actually makes the docks a vibrant place rather than one mired in a pastiche of the past. Ferro is a small but important self-build project which fits well within the dockside, and adds value.

- Aesthetically the self-build/conversion is a significant improvement on what was there before for many years. Before the project started, we and fellow local residents had a view over what looked like a derelict barge, comprising the original structure but with an open upper deck used as a dumping ground for discarded building materials and other rubbish. The family home now being created by our neighbours has transformed its structure and significantly improved our outlook. We are confident that the local environment will be improved even further if they are permitted to finish it.

- The proposal adds value by providing a much-needed new low-cost home for a young family and valued members of our community for their own occupation. It demonstrates the creativity and other benefits of self-build and self-help. It also repurposes an old barge long associated with Bristol docks.
- So for these reasons I support the proposal. In fact we felt so strongly about it that we set up a petition – and over 2,400 people agreed with us. It actually went global, but setting aside those from overseas, there are a lot of local people who support the houseboat project. The many people who have written directly to the Council also demonstrate that there is overwhelming local support for the proposal, much of which is from immediate neighbours, and there is little or no opposition.
- I am confident that the Council will listen to what we, the local community, is saying on this issue.

Paul Ville

8.8.21

STATEMENT NUMER C2

Bristol City Council Development Management Committee A Planning Application 21/00288/F Ferro Wapping Wharf Harbourside Statement by John Baker, Merchants Row and Point Consultancy Ltd

Members of the Committee

National Planning Policy establishes a presumption in favour of sustainable development, unless there are clear and specific development plan policies to the contrary, or important assets would be harmed.

The applicant has taken a concrete barge formerly used in the dock, and with a long established residential use in its current location, and replaced the unsightly and dilapidated part of the accommodation with a construction built to modern standards and better suited to use by the family. It is an excellent example of sustainable development.

This endeavour is a fine example too of self-build housing as encouraged by government policy, specifically addressing the difficulty for families to access decent housing in a time of housing crisis.

The application was validated in January and has been with the Council for 29 weeks on today's date. In that time the only engagement initiated by the Council's case officer has been a request for a description of the bike hooks to be installed in the accommodation, and comments that the elevations consist of 'randomly placed window and external stairway', and that 'the complex roofscape using three different materials ... represents visual clutter'. A request was made to the applicant that consideration be given to changing the design, though as noted, the application seeking planning permission is largely a retrospective one.

The windows which actually appear very ordered along simple lines, are the external manifestation of the well organised and efficient internal layout. There is an access ramp as there has to be and its position is inevitable between the door and the wharfside. It is fixed but Ferro is not fixed to the harbour wall. The roofscape can hardly be described as 'complex' and is certainly far simpler visually and less cluttered than the assembly of superstructure, masts, rigging, radar and other apparatus visible on many ships and boats nearby.

The officer report seems rather contradictory on some aspects of the appearance of Ferro, applauding its sustainability credentials whilst being critical of the consequential, though actually very limited, range of materials from which the replacement accommodation to the houseboat is constructed.

The officer's report seems to boil down to the authors not really liking the appearance of the proposal, whilst not being able to demonstrate precisely why. The report actually says in the body of the text that the appearance of the structure would cause 'less than significant harm'. It is not evident that this assessment translates into a credible and sound reason for refusal consistent with national planning policy.

The officer's dislike of the proposal is in overwhelming contrast with the very many responses to the Council's consultation. There is not a single objection to the proposal from respondents. This is a rare situation indeed, as the members will be aware from other planning consultations. The contrast between the consultation response and the officer recommendation rather invites the question, what does the Council think the consultation process is for?

The great majority of consultation responses deal specifically with planning issues and very many comment on the appearance of the structure, all in positive terms. Yet the officer report talks about the appearance of the structure only in negative terms. The consultation responses are also incidentally very supportive of the considerable efforts this family – very much a part of an established and close community – have gone to to meet their housing needs.

The consultation responses are largely from people who see the structure from their properties, including the immediate land-side neighbours and other residential boats, and from people who pass Ferro very regularly. These are people who are very familiar with the harbourside and have chosen to enjoy what the harbourside offers. Not a single respondent suggests that their immediate environment or the wider harbourside environment is any way harmed by the proposal, and they can of course see it almost completed, rather than relying on 'artists' impressions'.

Many respondents have made very positive comments on the appearance of Ferro and how it is both appropriate in appearance and adds to the diversity of the harbourside conservation area.

Diversity indeed is the overwhelming characteristic of the harbourside conservation area. The area was designated in full knowledge of the diversity of uses and appearance already present, and all of the development that has continued to take place and been granted permission by the Council has added to the aesthetic variety and increased this diversity. There is a mix of heritage industrial uses, cultural centres, corporate office buildings, flats and houses in all styles, and latterly shops and very busy eating and drinking places. There is also a lot of parking and the regular if 'temporary' occupation of large areas by the film industry and by festivals of various sorts.

The harbourside gets noticeably busier every month and visitors are clearly not put off by the appearance of Ferro, contrary to the Council officer's apparent concerns.

The appearance of buildings in the harbourside area varies enormously ranging from historic working buildings, through large commercial glazed blocks, to warehouse pastiche. Whilst Ferro sits immediately alongside and between the most modern looking and colourful buildings on harbourside – from which many of the positive responses have been received from residents. Ferro's material palette is actually closest to those of the incredibly successful and much lauded recent Cargo 2 development.

On the water Ferro sits amongst a rich variety of craft and structures, many of which could hardly be described as 'heritage boats' in their appearance, however interesting they may be, and this is true all around the harbourside. Many of these boats and modified structures are in residential or commercial use, including the Kyle Bleu hotel close by, and the Noble Masts production barge on the opposite side of the Floating Harbour from Ferro. Both of these are longer and higher than Ferro, and Ferro by no means has the largest mass of the craft and structures floating in the harbour.

The officer report refers to views around harbourside, and as all floating boats and structures in the harbour, Ferro can be seen from various locations, though not as it happens from Prince Street Bridge, though this location is specifically referenced in the officer report. There are no views that were available before the replacement works to Ferro that are no longer available or significantly changed.

The history of the houseboat, its previous and proposed appearance, and its context are all fully addressed and illustrated in the Design and Access Statement that was submitted with the application and is on the Council's application webpage.

The works to Ferro are sustainable, self-build accommodation. They are not the cause of any actual harm, there is no sound reason to deny the grant of planning permission, and there is no planning reason to prevent this local family continuing to live sustainably in this location by its own efforts and amongst its community.

Application no. 21/00288/F Site address: Ferro Wapping Wharf Bristol BS1 6GW

Written Public Forum Statement of: Molly Petts, resident of Ferro.

Serious concerns have been raised by officers about the visual impact the new accommodation will have on the City docks listed views as per the Character Appraisal, however this, amongst other points, are not supported by the overwhelming comments of support from the public, which collectively state any impact that the houseboat will make in its proposed form and location would be positive, be it visually or otherwise.

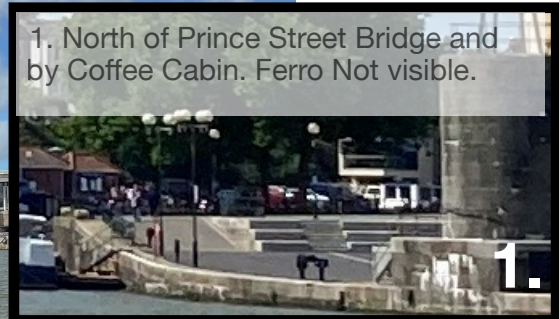
I have provided visuals to accompany my statement and included some of the public comments not mentioned within the officer's report. This is to provide a fair representation of the impact the proposal has on the heritage asset along with the public benefit, to assist members of the committee who will not have seen the site.

Panoramic View 11 from Prince Street Bridge



The committee report fails to mention the CLEUD issued in 2003 for residential moorings along Wapping Wharf, making this area of the conservation area predominately residential.

In accordance with Historic England's Conservation Principles, the proposal would continue and reinforce the communal value of the floating harbour as a heritage asset and longstanding residential resource, inhabited by a boat dwelling community since the 1970s. We have lived within the floating harbour since 2011 and as such form an important part of this community which illustrates the evolving use of the harbour and its more recent historic significance.



1. North of Prince Street Bridge and by Coffee Cabin. Ferro Not visible.



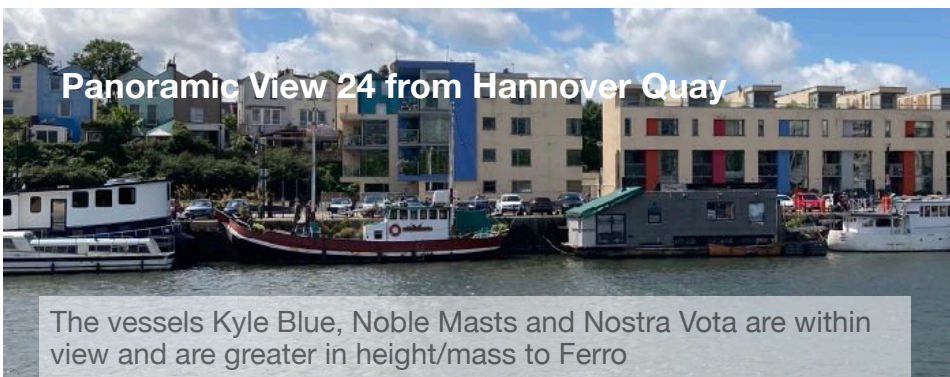
2. On Prince Street Bridge. Ferro roof pitch marked with red arrow.



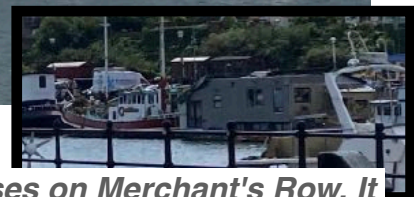
3. South of Prince Street Bridge. Pitched roof partially visible, once covered in cladding impact would be minimal.

“It is in keeping with the surrounding area, and only adds to the attraction and diversity of this central city area.” Flat 4 Landmark Court Caledonian Road

Panoramic View 24 from Hannover Quay

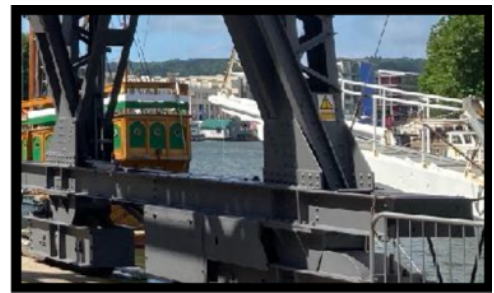


The vessels Kyle Blue, Noble Masts and Nostra Vota are within view and are greater in height/mass to Ferro



“The new design is in keeping with the adjacent modern houses on Merchant's Row. It also resembles house-boats in the Floating Harbour, particularly on Welsh Back, and those popular in London and in Amsterdam.” Nostra Vota Wapping Wharf

“As a local business we fully support this application. The refurbishment of this derelict barge adds to the diversity of the harbour and in our view increases the eclectic nature of the city which draws visitors into the area. The scale and design are in keeping with the surrounding architecture in the conservation area where the barge is moored.” The Art Warehouse Ltd Wapping Wharf



(LV12) Long Views from Millennium Square

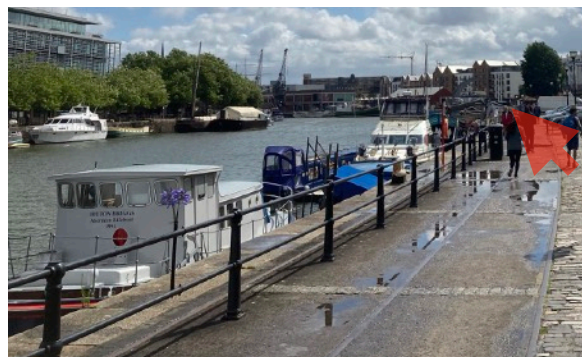
Walking from Prince street bridge to Millennium Square Ferro is first visible at a distance between the historic boats moored outside the MShed. Currently the temporary green tarpaulin on the roof is prominent. If consent is given to complete the cladding (RAL 7016 standing seam) the impact would be minimal.

From the Fairbairn Steam Crane and walking along Wapping Railway Wharf, Ferro remains tucked neatly behind Kyle Blue.

Views From SS Great Britain

Walking from SS GB towards Mshed the wharf displays an eclectic mix of residential boats, Ferro remains comparable in scale to the adjacent boats.

The pitched roof becomes visible as approached, sitting comfortably against the backdrop, respecting the Cargo Wapping Wharf development in both material pallet and utilitarian form.



“Living on The Harbourside I want to be amongst a community of people who live on and around the water. As the build is largely complete I am completely reassured that the design enhances this part of the Harbourside”. 31 Steamship House Gas Ferry Road

“This proposal shall improve the local area, which both residents & visitors can benefit from & enjoy.” 40 Westgate Caledonian Road



Visual representation of proposed cladding



Nostra Vota

In keeping with neighbouring vessels on Wapping Wharf: Nostra Vota- metal roof and Pharaoh-timber cladding and joinery.



Pharaoh

“It is in keeping with the surrounding area, and only adds to the attraction and diversity of this central city area.” Flat 4 Landmark Court Caledonian Road

Ferro contributes to the Mooring Policy (2008) aims of the Harbour being ‘a place of quality and distinction of variety and vitality and a place which all visitors can enjoy and be proud of and will wish to visit again.’ Although the proposal does not reflect the character of a traditional boat it is recognised as per the Mooring Policy as being a “houseboat” is ‘merely a structure for living in, with no means of navigation’. Whilst this policy is not available, no other policy has been published to replace it.

Ferro also meets many of the planning policy requirements for developments within this heritage asset, is visually inline with the character appraisal for the area by using the predominant material pallet and meets the architectural treatment specifications (as described within the officer’s report) as being utilitarian in appearance, whilst providing a benefit to the public who live and visit the area as per the 50+ comments of support received.

I hope the committee agree that the suggested impact on the heritage asset has been exaggerated within the officer’s report. As the proposal remains comparable in scale to the adjacent boats and due to the suitable material pallet any impact on views within this heritage asset remains positive especially in comparison to the previous run down appearance of Ferro.

“this add to the vitality and interest of harbour. The redevelopment replaces an unsightly houseboat and will enhance the character of the Conservation Area.” 8 Merchants Row Caledonian Road



Boat House-Lime Kiln Rd



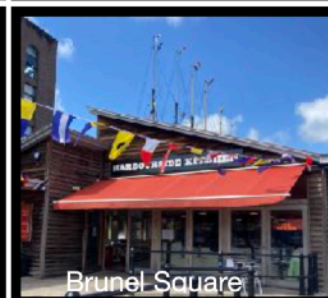
Brunel Square



Cumberland Basin



Boat House-Lime Kiln Rd



Brunel Square



M Shed Cranes

“The plans were sensitively designed and add to the harbour aesthetics.” 17 Westgate Caledonian Road

**Application no. 21/00288/F Site address:Ferro Wapping Wharf Bristol BS1 6GW
Written Public Forum Statement of: Trevor Gray. Owner/Occupier of Ferro**

Thank you for taking the time to read this statement, I realise the depth of material you need to read so I will keep it brief.

I am a carpenter and have been a boat dwelling resident and part of the community on Wapping Wharf since 2011. Before moving on Ferro in late 2019 I lived on a small lifeboat next to the Fairbairn steam crane with my partner and son.

When the previous resident of Ferro passed away in 2015 I took ownership. The prospect of traditional house ownership becoming increasingly difficult for our growing family Ferro represented the dream of creating an eco friendly home. The aim to repurpose an old barge with historic connections (as featured on Know Your Place) and build a Passiv-Haus style low energy family home using timber frame that was both an asset for us and the city. Ferro is now that and utilises many sustainable products as listed within the DAS.

In April 2019, after years of planning and agreement with the harbour authority the dream turned reality and work commenced. The works considered for retrospective planning permission took place on the mooring, in plain sight, with daily Harbour Authority contact for 18 months. To finance final works we agreed the sale of our former boat home in January 2020. Nearing completion July 2020 the council unexpectedly demanded works stop, raising legal & planning objections.

It remains a grey area to the requirement of planning. Currently Wapping Wharf and Welsh back are the only areas with planning permission for residential use of boats. The Officer appears to make the case that Wapping wharf is heritage and leisure in use despite it being formally recognised as residential use in planning terms as per the 2003 CLEUD that covers it. Despite other boats undergoing similar works and being of the same permanence no other non commercial vessel in either area has ever required individual planning permission for external alterations or appearance. Guidance within mooring licences dictates the Harbour Authority decides major external alterations.

Upon the council raising any issue I immediately sought to remedy the matter but I genuinely do not know if planning permission is required and therefore cannot concur it's requirement. Ultimately it's not my decision. On a personal level it feels that agreeing and allowing works to Ferro near completion and then requesting planning consent retrospectively appears unjust.

I am not trying to bypass any requirement but feel clear policy and planning control on houseboats would ensure the awful situation we find ourselves not occur again. There is currently no available published policy or guidance on whether planning permission for alterations to Ferro be required. Legal advice sought by Officers states planning permission is required but does not add detail so I ask that the committee clarify what advice Officers followed.

The officers views on the design appear subjective and conflict with the Character appraisal which recognises utilitarian form in the floating harbour. I believe that Ferro adds to the diverse, vibrant and eclectic nature that is Bristol. Would granting this planning application for a houseboat design used widely worldwide, harm the heritage or add to its diversity, creativity and charm.

In the middle of a housing crisis we have a harbour that is a wonderful asset that can complement housing needs, like many cities wouldn't it be great if we really used it. More importantly in the dawn of a climate crisis are we to deny a low carbon home welcomed by a large majority on the basis of an subjective viewpoint.

Thank you for your time. I ask the committee members to help address the lack of policy and ensure that no other family go through the stress mine is enduring. Please fully consider the retrospective nature of this application and grant permission.

Denying this application at best removes an eco friendly sustainable self build and makes a family homeless.

STATEMENT NUMBER C5

I am writing in support of this application.

This has been a rather sorry tale for some time. It is clear that the applicant undertook works to his houseboat in good faith, having obtained what he believed to be approval from the Harbour Master. It also appears to be the case that guidelines around building works to vessels on the river are at best obscure, and I therefore believe that the local authority must bear some responsibility for the ensuing confusion and significant distress that this has caused to the applicant and his family

As I understand it, the main area of contention for the application is its visual amenity. Members will be aware that there is a fair degree of discretion around this issue. I personally do not feel that the appearance of the development is unacceptable - I would even suggest that it is a rather striking and attractive design. I would therefore ask members to exercise their own judgement regarding this aspect of the application.

with best wishes

Cllr Fi Hance

Green Party Councillor for Redland Ward

STATEMENT NUMBER C6

I write in support of this application.

The residents appear to have been given a clear indication of approval in advance, there does not appear to be any objections from neighbouring residents.

This application does not appear to be detrimental to the look and feel of the harbourside but will provide needed accommodation.

Cllr Ani Stafford-Townsend

Public Forum Written Statement Submission in Support of Planning
Application Number 21/00288/F - Ferro

From Mary Jackson (Neighbour)

I live on the boat moored between Kyle Blue and Ferro with my husband. We moved to the harbour in 2013 to enjoy our retirement together and to be closer to my son, who happens to be the applicant.

I would have attended the meeting to address you all in person but I will be putting my grandson to bed in his bedroom created by my son Trevor and his partner Molly, so they can both present their statements to you all instead.

So much love, hard work and energy has been put into creating this family home in plain sight with huge encouragement from local residents and passers by on and off the water. However this hard work and energy pales into insignificance to the negative impact on our family's well being due the huge levels of unnecessary stress due to the year long legal proceedings that followed.

I trust the committee understand this did not appear overnight, and can appreciate the effort that has gone into creating this wonderful home. Whilst I understand these may not be planning issues I hope the committee give weight to the planning points made by my neighbours to approve this application and not let all their hard work go to waste.

I ask the committee to support this application and allow my family to finally live their lives and enjoy their home. And enable our neighbours who have long overlooked a derelict and now incomplete self build to see Ferro get completed to enhance the areas diversity and quality.

Public Forum Written Statement Submission in Support of Planning Application Number 21/00288/F - Ferro

I am a studio holder at Spike Island and regularly walks past the proposals site.

It would be a huge shame for the city to not see this home completed, not to mention the detrimental impact it would have on the family who live there and who carried out the work with the understanding that the Council considered it suitable for the area.

Once completed Ferro will contribute to the diverse use of the waterways, increasing the special interest to this sensitive location and enhancing the character of this residential area of the city docks. By combining the predominant cladding materials used within the conservation area, the functional family home it provides, is done so by using sustainable and eco friendly alternatives and rejuvenates a rundown vessel which was an eyesore, creating an innovative and affordable home and providing quality to the street scene.

This proposal, including the works largely undertaken, has vast support from the local community and visitors to the area which the committee should give appropriate weight to when making their decision.

Harriet Bowman
Studio
Spike Island

STATEMENT NUMBER A11

Application no. 21/00746/F

Dear Sir/ Madam,

I would like to object to this development as Chairperson of Chandos Neighbourhood Association, a residents' association which includes the Clyde Park area.

Firstly, this would represent a break with the Core Strategy of 2011 Policy B15 which states that "Townscape and landscape features that contribute to the character or appearance of streets and open spaces within Conservation Areas should be preserved or enhanced." (II) Development will not be permitted where it would unacceptably harm landscapes, open spaces and gardens that contribute to the character of the area." Clyde Park houses are elegant Victorian villas with proportionately sized gardens which do indeed contribute to the character of the area. To build a 2 storey dwelling in the back part of the garden spoils the proportions of this fine Victorian property.

Furthermore, this development would impede the glimpses of buildings and other gardens presently seen along Clyde Lane. In Paragraph 6.2.2 of Cotham & Redland Character Appraisal & Management Proposals it is stated that these views and glimpses make an important contribution to the local character, thus it would contravene principles of the conservation area document.

In addition, this development of a small 2 bedroom dwelling does not answer the great need for decent family accommodation. The LSOA in which Clyde Park is situated has a proliferation of flats over houses and this is effectively another such development. Too small for a family, with no car-parking, it is likely to be another short-term rental property which brings little long-term benefit to the local community.

And finally, I would like to point to the need to preserve our gardens and green spaces and not to build over them. The last year with the pandemic has served to show the importance of access to green space for our mental well-being, but this development has no such green space.

Building over gardens in an already crowded part of the city is a real threat to the biodiversity of the city. We now understand the importance of encouraging pollinators and wildlife in our inner urban areas. To maintain and encourage this biodiversity, we need our gardens as havens for such wildlife and should strongly resist concreting over them.

Yours faithfully,

Diana Swain