

Development Control B Committee Supplementary Information



Date: Wednesday, 7 December 2022

Time: 2.00 pm

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

Distribution:

Councillors: Ani Stafford-Townsend (Chair), Chris Windows (Vice-Chair), Lesley Alexander, Fabian Breckels, Andrew Brown, Lorraine Francis, Katja Hornchen and Guy Poultney, Paul Goggin and Christopher Jackson

Copies to: Gary Collins and Claudette Campbell (Democratic Services Officer)

Issued by: Claudette Campbell, Democratic Services
City Hall, Bristol, BS1 5TR

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

Date: Tuesday, 6th December 2022



Supplementary Agenda

8. Public forum

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. Please note that the following deadlines will apply in relation to this meeting:

(Pages 4 - 51)

Questions:

Written questions must be received three clear working days prior to the meeting. For this meeting, this means that your question(s) must be received at the latest by 5pm on Thursday 1st December 2022.

Petitions and statements:

Petitions and statements must be received by noon on the working day prior to the meeting. For this meeting, this means that your submission must be received at the latest by 12.00 noon on Tuesday 6th December 2022.

The statement should be addressed to the Service Director, Legal Services, c/o The Democratic Services Team, City Hall, 3rd Floor Deanery Wing, College Green,
P O Box 3176, Bristol, BS3 9FS or email - democratic.services@bristol.gov.uk

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.



10. Amendment Sheet

(Pages 52 - 68)



Public Forum

D C Committee B

2pm 7th December



1. Members of the Development Control Committee B

Councillors: Ani Stafford-Townsend (Chair), Chris Windows, Fabian Breckels, Andrew Brown, Lesley Alexander, Lorraine Francis, Katja Hornchen, Guy Poultney, Chris Jackson and Paul Goggin

2. Officers:

Gary Collins - Development Management, Peter Westbury, Matthew Cockburn, Luke Phillips, Stephen Rockey, Phillipa Howson, John Smith, DSO

No.	Speaking	Name	
Petition			
21/01808/F 2 Birchwood Road BS4 4QH			
P 01 E0		This is a petition to convert a shop on Birchwood Road next to The Post Office and The Gilmore. I am looking to convert a shop extension to an Caribbean and Indian Curry house as there are hardly no other takeaway in this area. This petition is to show the planning officer that this area and the people want another takeaway here. Please support as much as you can	
	Y	Usman Mahmood lead petitioner Undersigned - 64 persons	
Statements			
A			
22/01878/P Broomhill Brislington Meadows BS4 4UD			
A1	Y	Cllr K Hornchen	p.1
A2	Y	Cllr T Rippington	p.3
A3	Y	Danica Priest	p.4
B			
22/01199/PB Former School Site New Fosseway Road Bristol BS14 9LN			
B1		Clare and Ken Mondair	p.6
B2	Y	Graham Brown	p.8
B3	Y	Paul Haworth	p.9
B4		Joe Brown	p.10
B5	Y	Cllr Helen Holland	p.12
B6	Y	Claudette McDonald BCC Project Manager Housing Delivery	p.13
B7		Richard Hills Deputy Director of Commissioning Adult Commissioning BCC	p.14
B8		Grace Blizzard WSP UK Ltd	p.15
B9		Councillors Andrew Brown, Sarah Classick and Tim Kent	p.16
C			
22/03490/F Land at Derby Street Car Park BS5 9PH			
C 01		Bob Bryher	p.18
C 02		Oli Hayden Senior Planner Barton Willmore	p.19

D	22/01550/F 29 Hobhouse Close. Bristol BS9 4LZ		
D 01	Y	Cllr Steve Smith –	p.20
D 02		Jodie Jones	p.22
D 03	Y	Martyn Jones	p.23
D 04	Y	Les Rowe	p.24
D 05		Nick Duro	p.25
D 06		Margaret Raymond	p.26
D 07		Janet Saunders	p.27
D 08		Jill and Anthony Hughes	p.28
D 09	Y	Paul Sullivan	p.29
D 10	Y	Roger Moses	p.30
D 11		Muriel Harrison	p.31
D 12		Nina Schembri	p.32
D 13	Y	Sheila Miller	p.33
D 14		Laura Drage	p.34
D 15	Y	Susan Holland	p.35
D 16		Dr M Wijeyaratne	p.36
D 17		Gareth Lewis	p.37
D 18		Jonathan Lax	p.38
D 19		June Varley	p.40
D 20	Y	Hassan Khaleghi – Applicant	p.41
D 21	Y	Joan and Brian Griffiths	p.43
E	21/01808/F 2 Birchwood Road BS4 4QH		
E 01	Y	Cllr T Rippington	p.44
E 02	Y	Derek Robbins	p.45
E 03	Y	Usman Mahmood – Petition Statement	

Objection Cllr K Hornchen

Brislington Meadows or Land At Broom Hill Broomhill Road Bristol BS4 4UD

This development has objections from the local councillors, the local Member of Parliament, the Mayor, Bristol City Council as a whole, and over 500 residents. This goes to show the strength of feeling that the downsides of this development significantly outweigh the upsides, so it should not go ahead.

There is overwhelming support for keeping the meadows as a green space from the local community. Indeed, when the change of designation was first proposed in 2011 from a Site of Nature Conservation interest to a site for possible housing, there was an overwhelming resistance to the building on the meadows. The council, however at the time, deemed the downsides of building homes on an ecological site were outweighed by the upsides. The consensus on this has now firmly changed.

In the meantime, our understanding of the huge threats to our climate and the destruction of our fellow creatures in the catastrophic collapse of the biodiversity of the planet. (in which the UK is in the bottom 10%.) As a city we, in November 2018 we declared a climate emergency, followed in February 2020 by declaring an ecological emergency. In September 2021 the full council passed a motion not to build on green spaces, Brislington meadows was mentioned in this motion.

As a city, we have a right to change our mind on where houses are built. This process is underway – it's likely that Brislington Meadows will not be included in the next Local Plan. Bristol City Council has been developing the new Local Plan for a number of years and it is set to be implemented in 2024. Councillors should note that an emerging local plan can have an effect on whether decisions are overturned or not; it carries more weight the further it's developed.

In the current campaign to save the meadows the planning process has already managed to collect over 500 objections to only 3 for the homes.

Biodiversity and environmental destruction.

Brislington meadows is an ancient meadow with significant amount of 250 year old hedgerows. Hedgerows play an important if understated role in promoting the bio-diversity in an environment. These old hedgerows are well established and play an important part in conserving woodland birds and small mammals. Indeed, many of the priority species on the government's own Bio-diversity Action Plan use hedgerows as a safe breeding space, as well as a place to collect food and as a corridor to move from one forested area to another.

In urban areas hedgerows contribute to the services of climate regulation and sustainable urban drainage. This is particularly important on this site as run off water is known to flood the housing below the fields.

Hedgerows are an important part of the homes for various wildlife, the plans put forward by Homes England keep some of the ancient hedgerows, it plans to replace other hedgerows. It is well known that one cannot destroy an ancient hedge row by simply planting new; it will take a generation to even begin to re-establish, which is not compatible with the city's climate goals. We also do not know what damage the construction process will do to the remaining hedgerows, I am not convinced that heavy machinery, noise, and large parts of earth moving will not disturb the Fauna and Flora of the remaining hedges.

Further reasons to object to the development.

The meadows create a good green buffer zone and corridor between the industrial estate and the homes on the other side. It is important to keep light industrial estates as places of employment near living places. However not keeping them too close, to avoid matters such as noise complaints. We have already had complaints about noise pollution from activities on Bonnington Road – these problems would be much worse for housing on Brislington Meadows.

The housing development of 260 houses will increase Brislington population by 600 + people. That alone is 5% of the total population in Brislington. There are many other developments in the area already underway. There is already a severe lack of local community facilities in the local area, particularly in area around Broomhill and Brislington Hill. Just recently a community space (the old Methodist Hall Church Hill Road) is to be converted to an HMO. As Brislington has a dearth of community facilities, Brislington Meadows, as a community space, should remain for the community.

Transport

The plans for the site, propose to be green however they completely fall short in regards to transport, which is one of the main contributors to Co2 output in cities.

The average parking space proposed in this development is 1.5 per household. That would add 360 cars to the already congested local streets, especially Broomhill Road, which already has traffic Queues on peak times.

However, I believe this to be an underestimation of the number of cars, due to the site being quite far away from the centre and other amenities. Broomhill road is narrow and over parked, as are the surrounding streets – a problem that will be compounded by increased development. The planners alluded to the existing 1 bus close by, which at the best of times is not reliable. The lack of reliability will further increase dependency on cars.

The proposed outline of the design of the housing uses only one access road on a very old-fashioned design of a central two-laned road with each house having a parking space outside. So not only is it a place with poor access to Poor public transport, it also by design is car-centric design, which will have negative consequences for Bristol's decarbonisation efforts.

Simply saying that the Commercial bus company would increase services because of more passenger is disingenuous. Planning guidelines state that we shouldn't rely on the future actions of third parties to solve a problem that will arise because of development, which is the case in this application.

Homes England proposes an active travel through the meadows which is a welcome. Unfortunately, this active travel corridor does not connect to anything, so has a very limited purpose.

Given the very real threat to our planets Bio-diversity, and the practical considerations of traffic and flooding, I strongly believe this site should not be built on, and should be looked after as a green space for our wildlife as well as amenity for future generations to enjoy.

DC B Statement from Cllr Tim Rippington

My statement of objection is included with the papers here so I won't repeat all of that now.

I am pleased with the council's determination to reject the application, and agree with the reasons given. However, I will take issue with the statement that "the application site is not considered to be within the SNCI, as evidenced on the Council's Local Plan Policies Map."

In a Freedom of Information request made by the Bristol Tree Forum, the independent adjudicator stated "following consultation with the planning department I have concluded that this is not correct. Any status as an SNCI was not rescinded at the time of the development allocation or subsequently – the two statuses can co-exist.". It goes on to say that "Bristol City Council does not hold any information regarding the Deregistration of Brislington Meadows" this is because no such deregistration has taken place.

As this makes clear, merely allocating a site for development under the local plan and documenting that on a map does not rescind its status as an SNCI and I therefore believe that this site should still be considered under policy DM19.

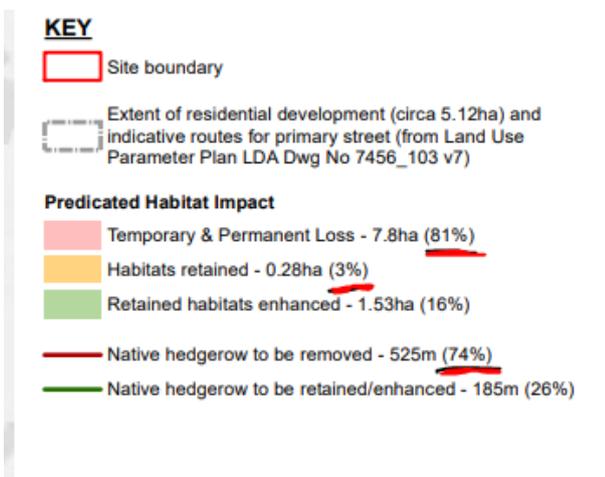
This policy states that "For land to be given SNCI status strict criteria have to be met. These criteria establish the site as having substantive value for nature conservation due to the presence and condition of particular species, habitats and features." The area up for development met these strict criteria at the time it was given SNCI status, and all the evidence suggests that it is still an SNCI today.

I am also disappointed by the transport response here, which I find quite half-hearted. Broomhill Road has been recognised as a significant rat-run for cars trying to avoid queues on the Bath Road, yet we make no mention of this. Whilst detail of design matters cannot be discussed at the Reserved Matters stage, the overall impact of 300 new dwellings with one point of access onto this busy road surely can?

I hope that the committee will consider these matters when making its decision on whether to support the council's approach today.

I would like to bring your attention to these key examples where Homes England's proposals for Brislington Meadows would cause harm that is far greater than any benefit housing could bring to this site.

I. 81% of Habitats will be lost and 74% of hedgerows will be removed. This is Unacceptable loss of green space and ancient hedgerow.



This is the main map you need to look at.

It's almost all red and red is lost habitat space. It's buried by TEP in all their hundreds of pages of reports but this is the only map that shows the real loss of habitat that will occur. The other maps show a projected best case scenario version based on their BNG calculations which will only occur after many years of regrowth, careful, time-intensive management and a few sacrifices to the rewilding gods. In other words it's wishful thinking and the reality is that there will be considerable irreplaceable damage to this species-rich Site of Nature Conservation Interest.

Source: Outline BNG Assessment

2. SNCI

Speaking of Sites of Nature Conservation Interest after an internal review we now have solid legal proof that Brislington Meadows was never deregistered as an SNCI. Homes England have been informed of this but have yet to update their website where they claim the site is **not an**

1. Documentary Evidence

The area of land which is the subject of your request has been subject of a local plan development allocation from the time the local plan was adopted in July 2014. The statement contained within the Homes England report you reference in your original request states that the site was deregistered as an SNCI in order for the development allocation to be made, however following consultation with the planning department I have concluded that this is not correct. Any status as an SNCI was not rescinded at the time of the development allocation or subsequently – the two statuses can co-exist. As such, Bristol City Council does not hold any information regarding the 'deregistration of Brislington Meadows' as no such deregistration has taken place. Please note, details about how these two statuses interact or which has primacy in making planning decisions is outside of the scope of this review.

I note and accept that Bristol City Council's original response provided you with information which was irrelevant to your request. This was misleading and Bristol City Council was incorrect to do so.

SNCI.

Source: It's been posted on this portal but here's a link to the original: [Deregistration of the SNCI at Brislington Meadows - a Freedom of Information request to Bristol City Council](#)

3. Bluebells are Protected and this development would destroy them which is grounds for refusal
4. Ancient hedgerows are protected
5. Site of National significance for invertebrates
6. Bat surveys are over 2 years old
7. No agreed mitigation or offset plan yet with BCC
8. No BNG onsite instead the loss is over 20%

The Sources for the above can be found in the documents on this portal submitted by the applicant's ecology consultant. Information on protected species and ancient hedgerows which corroborates this can be found on the government's website.

Application comments for 22/01199/PB

Application summary Address: Former School Site New Fosseway Road Bristol BS14 9LN

Proposal: Outline application (with all matters reserved except for means of access) for the provision of up to 200 residential dwellings (including as extra care facility)(Use class C3) and up to 250 sqm of flexible Class E, F1 and F2 uses (as part of the extra care facility) along with car parking, landscaping and associated infrastructure.

Means of access from New Fosseway Road and Petherton Road (Major).

Case officer: Alex Hawtin

Clare & Ken Mondair

Addressxxxxxxxxxxxxx

We have lived at xxxxxxxx for over 20 years, so our concerns are relating to the "Notification of Application - 22/01199/PB - Outline Proposal" refer:

1. Homes on the Wells Road back onto the proposed build and some houses located at the Fosseway Road entrance/exit are those to be most affected than others and already pay a high Council Tax. There is the concern of devaluation of property; potential difficulty to sell in the future if back garden overlooked; invasion of privacy and space in an over-crowded area; vast increase in noise and pollution levels.
2. Effect on the wild-life, i.e. birds, squirrels, foxes, badgers - all established trees need to remain, in particular those sited around the boundaries/back of residents gardens - appears from the 'Outline Plan' NOT all established trees will remain.
3. What plans are in place to ensure there are enough doctors at Whitchurch Health Centre or dentists? There are already not enough for the current residents. This will increase the strain on these services with the increase of an additional 600 plus people, together with additional mature people living in the ExtraCare area.

4. Fosseway Road: One entrance/exit does seem to be ridiculous for a development of this size in an already congested area on a side road, opposite a school - surely there needs to be another entrance/exit to ease traffic flow for cars. Petherton Road to be considered as an additional entrance/exit for bikes...what advantage is this when improved road infrastructure is not apparent on the plans.

5. Fosseway Road: entrance/exit - how can it accommodate safely two cars passing with footpath - currently only one car can enter/exit at a time? 10. If 200 homes are planned how do you plan to accommodate potentially 240 vehicles based on the fact that 1.2 average cars per UK household Where will the additional cars park - encroach the overcrowded development or onto the busy Fosseway Road, surrounding side roads and Wells Road?

6. Fosseway Road traffic camera just off the entrance to Bush Training Centre, WHY has traffic been monitored in the school holidays, a quieter time? This will NOT achieve a true reflection of busy traffic on Fosseway Road and surrounding area!

These proposals are ludicrous and you have not thought about the future impact on residents with your lack of detailed planning.

We are very unhappy with these proposals.

Regards

Clare and Ken Mondair

22/01199/PB Former School Site New Fosseway Road Bristol BS14 9LN

To the planning committee regarding the planning application for the former New Fosseway School site reference 22/01199/PB

I would like you to read my statement as I am a concerned resident at 641A wells rd and will face the proposed development. I have forwarded on an outline picture of my property which is closest to the boundary. I have read the lengthy full paper documents published on the 29 November on the site of tinyurl.com/NewFosseway, I am unhappy with these proposals as previously made comments have never been addressed and question if they are taken into account from residents.

My concerns are as follows:

1, I am concerned as I am 1 of 5 bungalows and see the proposal of 2/3 storey buildings on the outer side, this would surely be overlooking my property and others so why can we not have single storey bungalow buildings as a like for like placed on the boundary side to Wells Rd and 2/3 storey on the opposite side facing the Oasis Academy and open fields?

2, The proposed road development would create major issues as we have 2 Major schools, one at New Fosseway entrance and the other at Petherton Rd. I have seen the traffic report but these areas are heavily used and are congested endangering the safety of pupils. Realistically, allowing for 200 car parking spaces is not a true reflection of what will happen as most homes have 2 or more vehicles including visitors, so based on a development of 200 homes this will also impact on the area .in addition this would create a rat run from one entrance to the other

3, We presently have hedgerow along the boundary line which is heavily populated by many types of wildlife including birds, squirrels, foxes and badgers, can we be assured this will remain to protect the natural environment?

4, I also question if we have the infrastructure in place regarding Health care (Doctors, Dentists etc.)? As at present these practices are already oversubscribed and cannot deal with the demand

I am not against developing new homes, but this proposed development is far too large and would consider scaling down this would be more appropriate, as previously mentioned i do not believe residents comments are taken into account so hope this will be read in line with my concerns

Regards G.Brown

Public Forum Statement: Development Control Committee B (7 December 2022) - Planning Application 22/01199/PB: Former School Site, New Fosseway Road, Bristol, BS14 9LN

Statement in support of outline application by Paul Haworth (Senior Associate Town Planner, Stride Treglown - MRTPI)

Delivering (Affordable) Homes - Compliant with policies BCS1/BCS5/BCS17/BCS18/BCS20

- Except for the far northern tip, the site is allocated for housing within the Bristol Local Plan (Ref: BSA1402).
- The proposal will contribute towards the Core Strategy's minimum target of providing 26,400 new homes in the period 2006-2026, whilst delivering a policy compliant (30%) number of affordable homes.
- The Extra Care accommodation will contribute towards a balanced residential community.
- The provision of up to 200 new homes will make an efficient use of this previously developed site (58 dph).

Ensuring High-Quality Placemaking – Complaint with policies BCS12/BCS21/BCS22/DM26/DM27/DM28/DM31

- The proposals have been shaped by a thorough analysis of the site, its wider context and feedback from the local community and stakeholders.
- Parameter Plans covering *Site Structure, Building Types & Uses, Building Heights, Access & Movement, Landscape and Tree Protection/Removal* demonstrate how the site can accommodate up to 200 new homes whilst delivering a high-quality place that safeguards amenity and improves biodiversity.
- The provision of small-scale active uses (use classes E, F1 and F2) on the ground floor of the Extra Care building will add vitality and support provision of local services and facilities.

Improving Biodiversity - Compliant with policies BCS9/BCS16/DM15/DM17/DM19

- The proposals incorporate existing and introduce new green infrastructure (including tree planting) and sustainable drainage that will connect with the wider environment and enhance biodiversity.
- The proposals have achieved a Building with Nature 'Design Award' and have demonstrated that a 12.37% Biodiversity Net Gain can be delivered.

Protecting Amenity – Complaint with policies BCS21/BCS23/DM14/DM27/DM33/DM34/DM35

- The *Building Types and Uses, Heights and Site Structure* Parameter Plans take account of the sites context, including the location of neighbouring dwellings, to safeguard residential amenity.
- A Construction Environmental Management Plan (secured under condition) will mitigate the effects of construction on residents, businesses, schools, and the natural environment.
- Community Infrastructure Levy (CIL) (calculated at the Reserved Matters stage) will address the infrastructure demands of this development.

Ensuring Sustainable Travel and Highway Safety – Compliant with policies BCS10/BCS11/DM23

- The site is in a well-connected area and within easy walking and cycling distance to a range of services and facilities. The Travel Plan will help reduce dependency on the private car and promote sustainable travel.
- The Access and Movement Parameter Plan includes pedestrian priority zones to provide a safe road network.
- The accesses onto New Fosseway Road and Petherton Road have been subject to a Road Safety Audit and will incorporate the necessary signage, parking restrictions and features to ensure they function in a safe manner.
- Highway contributions towards upgrading two local bus stops, traffic regulation orders, speed limits and disabled parking (agreed with BCC's TDM) will mitigate highway impacts and promote sustainable travel.

The proposals represent *sustainable development* and accord with the Local Plan and the National Planning Policy Framework – Please support your officer's recommendation and approve this application.

Ref: 22/01199/PB

Statement for the planning committee regarding New Fosseway School Site

I am a resident on the Wells Road backing onto the proposed site and have many concerns regarding this planning application, these concerns are as follows:

- I am one of 5 bungalows where you have put 2-3 storey buildings behind me, I think these should be single storey to back onto these bungalows. On the plans there are 2 storey houses backing onto existing 2 storey houses just up the road from me, the same principle should apply for existing bungalows
- Loss of light – If 2/3 storey houses were built behind me this would block out a lot of light to my property
- Loss of privacy – If 2/3 storey houses were built behind me, those properties would look into my property and in through my windows. I mainly live at the back of my property and this would take away my privacy
- On the plans there is a major lack of information regarding distances from boundaries
- At present there is a serious problem with doctor surgeries, dentist etc. struggling with the level of patients they have and it is extremely difficult to get an appointment. What will be put in place to deal with the massive increase in demand these already struggling services will face?
- In addition to the previously mentioned services, this area already doesn't get bins emptied on time as Bristol Waste have said they are struggling to deal with the number of existing properties, this will only be exacerbated by your plans
- There is already a major parking problem on the streets surrounding this site. On your plans you have only allowed for 1 car per household, most households nowadays have at least 2 cars, you have not allowed for this so will make the current problem much worse
- I see on the plans there is a proposal for emergency vehicle access on Petherton Road, this road has a vet surgery, school, NHS building and church which causes a lot of congestion and parking problems, I cannot see how you would get an emergency vehicle through the level of traffic here, especially during school starting/finishing as it is almost completely blocked during these times
- There are 2 schools and a playgroup very close to this site, the increase in cars will make the surrounding roads more dangerous as it will undoubtedly lead to more congestion. New Fosseway is not a road that can deal with the increased volume of traffic that this will create, therefore this will lead to rat runs being created

- There is a lot of wildlife in the grounds of the site, I am very concerned that this point is not being taken seriously. I myself have witnessed a badger in this area, although I cannot be certain it came from the site, I highly suspect it did as there are limited places around here that it could've come from and other residents have commented to me that they have also seen badgers around here.

All concerns need to be considered including those made from objections on the original planning application as not everybody has been able to make a statement

Joe Brown

Dear Colleagues

I am writing in support of the outline application on the site of the former New Fosseway School, in my capacity as the Cabinet Member for Adult Social Care and the Integrated Health System, but also as ward member of the neighbouring ward.

New Fosseway School was closed over ten years ago, and reprovided for on the site of Bridge Learning Campus, which, (before ward boundaries were changed) was in my then ward, and part of an innovative project to have all-through education, including special school provision, on one site. (Just a minor correction to the report which says that the school was reprovided at Oasis Academy, not BLC.)

The site therefore is brownfield, and one where the Council needs to maximise the opportunity of building new homes here. The site belongs to the Council, so we have more flexibility than we do on many sites, to be in control of exactly what kind of housing we plan here. From the point of view of Adult Social Care, and our Better Lives at Home programme, we have always had the ambition of having extra care housing here.

The extra care that we have worked hard with partners to deliver around the city, is proving very popular, and we need more of it. Extra care homes helps achieve many of our ambitions about residents being able to stay independent and living the lives that they want to lead for as long as possible. Moving to custom-designed housing also has the benefit of freeing up family housing in local neighbourhoods, however, in order for older people to make that choice, many have said to me that they would still prefer to live in the community that they have spent their lives in, where friends and family can call in, they can still go to the same GP surgery where they are known, attend the local church or other activities, and use the buses and shops that they know. So – more development of extra care, in every part of the city, is our goal.

I hope that the committee will support the application, and will be able to be proud of being part of this decision when new residents make this their home, and will, like me, just see that we need to use every opportunity to identify more sites for extra care housing in your own wards.

Thank you,
Helen

Cllr Helen Holland
Labour Councillor – Hartcliffe and Withywood

Cabinet Member for Adult Social Care and Integrated Care System
Women and women safe city

Control Committee B Meeting on Wednesday, 7th December 2022

Statement supporting outline planning application No: 22/01199/PB

Site Address: Former School Site at New Fosseway Road, Hengrove, Bristol, BS14 9L

Representation by: Claudette McDonald, Project Manager, Housing Delivery Service, Bristol City Council

As the project manager in The Council's Housing Delivery Team, I'm committed to increasing the number of quality affordable homes in the city, including specialist housing provision with care. The former school site off New Fosseway Road, Hengrove (New Fosseway), is an identified site for housing within the Bristol Local Plan.

I am happy to support this application that will deliver 200 new homes on a brownfield site that will provide much needed quality housing, including affordable and Extra Care Housing (ECH), and a new community in Hengrove, South Bristol. The city desperately needs new homes, particularly affordable homes. There are almost 18,000 households on Bristol's council housing waiting list and more than 1,100 homeless households living in temporary accommodation.

The homes on this site will contribute to the Council's 'Project 1000 Affordable Housing Delivery Plan' to deliver '2,000 homes each year, with at least 1,000 affordable, by 2024'.

The ECH in this outline planning application will contribute to the Better Lives at Home Programme (Adult Social Care) and will deliver well-designed housing for older people who wish to maintain their independence in their home; and facilitates the delivery of preventative and enabling care and support, including TEC (technology enabled care), with on-site support 24/7.

The outline planning application will secure delivery of up to 200 new homes, determine highway access at New Fosseway Road, and create a new pedestrian/cycle link from Petherton Road, with all other matters reserved as part of a planning policy compliant application. Formal consultation has been carried out with the community between Spring 2021 and October 2022, with the most recent consultation round this October following an independent Road Safety Audit, which supports the highway proposals.

The outline application will enable a variety of property types and tenures including a minimum 30% Affordable Housing (social rent and shared ownership, with a 75%/25% split), with an aspiration to deliver additional affordable homes across the development.

The outline planning application fixes a design framework for good quality, responsible development that will help to address the housing crisis, making the most of a brownfield site with good transport links; delivering an appropriate housing density; and achieving a sustainable development which positively contributes to the Council's Climate Emergency and Ecological Emergency Action Plans.

The New Fosseway outline planning application has achieved the [Building with Nature](#) (BwN) Design Award. BwN is a voluntary approach that enables developers and other built environment professionals to go beyond the minimum statutory requirements to deliver more for wildlife and people. The supporting parameter plans 'lock in' key design framework principles for future detailed designs for the site, including the 'Landscape - Green and Blue Infrastructure Strategy' Parameter Plan which has been submitted for approval as part of the outline application.

New Fosseway is one of the sites allocated by the Council to the development pipeline for Goram Homes, the Council's wholly-owned housing delivery company. The homes will be delivered by Goram Homes, who share our vision for tackling the climate and ecological emergencies, and for providing fair access to quality, affordable homes.

I ask that you please support this outline planning application at New Fosseway, which recommended for approval by Planning Officers.

Control Committee B Meeting on Wednesday, 7th December 2022

Statement supporting outline planning application No: 22/01199/PB

Site Address: Former School Site at New Fosseway Road, Hengrove, Bristol, BS14 9L

Representation by: Adult Commissioning, Bristol City Council

On behalf of Adult Commissioning Team (Adult Social Care) we are supportive of this outline application that will enable the development of much needed affordable extra care housing (ECH) to the South of Bristol. The outline application supports the strategic direction for Adult Social Care to provide well designed, adaptable accommodation that supports an individual to live in their own home, with care and support and to reduce the need for residential care and nursing care homes and better health outcomes.

The proposed ECH at New Fosseway will enable much needed affordable housing options for older persons who have care and support needs and wish to remain active and independent as possible, with care and support on site 24/7 and communal facilities that encourage social engagement and improve health outcomes.

In 2019 Cabinet approved the New Fosseway Housing development. As part of the Better Lives at Home programme the team completed enabling works to bring the site forward as a potential additional extra care housing (ECH) development for Bristol, and ASC supports the further development ECH provision at the New Fosseway site, providing essential additional supply of affordable flats for older people with care and support needs.

The ECH in this outline application will enable Adult Social Care is to reduce and delay the use of residential and nursing care homes. Growth of ECH is a key enabler of this and expected to provide a real alternative to care home provision for growing numbers of older people, increasing their choice of options for housing with care and support within their local communities, and providing a home for life for most people who live there. Findings of Bristol Older Peoples Forum Housing Survey Report (2020) identified 'location and staying in the community' as a priority for 69% of respondents.

The outline application will enable the delivery of new ECH homes in the South of the city. There is an urgent need for more affordable accommodation for individuals with lower, medium and high care needs, as a result of increasing numbers of older people, including those reaching later older age (POPPI and ONS data sources), with associated multimorbidity and frailty, accelerated growth in health inequalities and poverty (not anticipated in the Housing LIN report) linked to the impacts of coronavirus and the cost-of-living crisis. The 2020 Housing LIN report (for BCC) identified a need for specialist housing and accommodation for older people across Bristol. Currently ECH schemes in South Bristol accommodate 242 people with BCC commissioned care and support.

It was estimated that for each person living in housing with care settings, the financial benefit to the NHS was approximately £2k per year, based on reduction in: GP visits, Community Health nurse visits, non-elective admissions to hospital, length of stay and delayed discharged from hospital, and ambulance call out. These benefits of ECH are the result of the purpose built, well-designed homes that adapt and facilitate the delivery of preventative, person-centred, enabling care and support.

New Fosseway presents an exciting opportunity for developing innovative accommodation with care and support designed for active aging, through coproduction with local people and integration with the VCSE sector, health, housing and social care and support provision, incorporating technology enabled care.

I recommend that the outline application is supported to provide further affordable extra care housing in South Bristol.

22/01199 OUTLINE APPLICATION AT FORMER SCHOOL SITE, NEW FOSSEWAY ROAD, BRISTOL, BS14 9LN

PUBLIC FORUM STATEMENT - TRANSPORT

This statement has been prepared in summary of the highways and transportation matters associated with the development proposals at the above site, and represents the position agreed with Bristol City Council Transport Development Management.

ACCESSIBILITY

- The proposed development site is located in a well-connected area of Bristol, with good accessibility to local services, facilities and amenities within both walking and cycling distance, and with existing connections to existing rail and public bus services. The sustainable location of the site will help to reduce car dependency for any future residents, and both enable and encourage travel by modes other than the private car.

SITE ACCESS

- Development access for all modes to be served by upgraded existing access junction on New Fosseway Road.
- Additional secondary access onto Petherton Road proposed for pedestrian, cyclist and emergency access, ensuring site permeability and facilitating connections with the local cycle network to the north of the site.
- Site access junctions have been subject to Stage 1 Road Safety Audits to ensure these are designed in a way that delivers a safe layout for all users, including adequate visibility and crossing facilities.
- Both servicing and refuse collection vehicles will gain access to the proposed development via the junction with New Fosseway Road. Swept path analysis has been undertaken to demonstrate the suitability of this junction for access by vehicles used locally for refuse collections.

PARKING

- The proposed car parking provision is close to the maximum allowance for the site based on adopted parking standards set out by BCC, and broadly in line with local car ownership levels.
- Parking surveys undertaken of surrounding residential streets during school pick-up and overnight periods has confirmed that the proposed parking provision within the site is appropriate.

TRAFFIC IMPACT

- A trip generation assessment demonstrated that the development would result in an additional 77 and 74 two-way trips on the highway network in the AM and PM peak hours respectively. Analysis of the two junctions which would be the most affected by this increase in traffic found that their operation is not severely impacted, and the experience of these junctions by road users is unlikely to noticeably change.
- The application has been supported by a package of measures to suitably mitigate effects on traffic congestion.

MITIGATION

- Improvements to the proposed Site Access / New Fosseway junction, including raised table, 'Keep Clear' markings, additional informal crossing point, and double yellow lines to protect the visibility zone at the site access, for which one on-street parking space will require removal.
- Proposed site access to Petherton Road incorporates collapsible bollards to enable passage for emergency vehicles only, signage/ yellow box road markings to prevent parking within visibility zone, and a new speed hump on the exit from Petherton Resource Centre car park.
- Financial contribution to cover full cost of all associated Traffic Regulation Orders.
- Appropriate conditions to cover car club vehicle and space, Construction Management Plan, Travel Plans, visibility splay protections, highway condition survey, and EV charging provision.
- Public transport contributions towards improved bus stop provision on Fortfield Road and Gladstone Road.
- A Framework Residential Travel Plan included with the planning application aims to promote opportunities to adopt sustainable modes of transport, reducing the potential highway impact of the residential development.

The effect of the above means that the residual impact of the development will not be significant, satisfactorily aligning with transport policies set out by the Bristol Local Plan and meeting the severity test of the National Planning Policy Framework.

We are supportive of developing this site, which has been derelict for a number of years, and broadly supportive of this proposal. However, we - and our residents - have a number of concerns that we have raised throughout the process. A number of these have been addressed in this outline application but we believe there are still issues that deserve the committee's consideration.

Access

This is a sizable site but with constrained access - we remain concerned about the impact of traffic flows on New Fosseway Road, and its junction with Wells Road, particularly at school drop-off and pick-up times, given its proximity with St Bernadette's Primary and Secondary Schools. [For context, these are Catholic schools serving parishes across the city and beyond, and as such pupils are more likely to be reliant on car travel than non-denominational schools.]

The corollary of this is a concern over the amenity of future residents of the site, and whether there will be adequate measures to dissuade parents from parking in the development when picking up pupils from school - at present the entranceway to the site (shared with the Bush Resource Centre) is often used for this purpose.

We ask the committee to satisfy themselves that the mitigation measures outlined in the report will satisfactorily address these problems.

Parking

Although the parking provision is policy-compliant, the report acknowledges that car ownership in this part of the city is high. Unfortunately, this is likely to remain the case as long as the bus service in the area remains low volume (again, this is referred to in the report) and subject to the vagaries of the current bus market. Furthermore, although the cycle/walkway access at Petherton Road is welcome, it is not clear how this alone will encourage greater take-up of active travel from the area.

We ask the committee to satisfy themselves that 212 spaces (e.g. 2/3rds of the maximum allowable of 330) is adequate given the location and constraints on sustainable transport presented by the site.

Building Heights

Whilst we recognise the efforts made to step up the heights of buildings on the site, we remain concerned that there are points at which this will be overbearing on neighbouring properties - particularly those referred to in paragraph 121. We are concerned that the document says that matters of overbearing and overlooking on these premises should be confirmed at Reserved Matters stage when the parameters for height are being set now.

We ask the committee to explore this point further, in order to provide some re-assurance to affected residents.

Health Provision for Extra Care Residents

We have raised this issue with Goram Homes and note it here for the record. The Whitchurch Health Centre is at capacity and will struggle to provide the additional burden that the proposed extra-care block would put on services. We would encourage the developers, and the eventual partners in the extra-care block, to explore capacity at other surgeries when considering this aspect of the needs of residents.

Finally, can I (Andrew) share a personal frustration about the use of the two-stage outline permission and reserved-matters process. I believe it is fundamentally confusing to the public who at the first stage are frustrated at the lack of detail in the application, and at the second are frustrated to find that the details revealed by the detail can no longer be considered, having been settled at the outline stage.

Cllrs Andrew Brown, Sarah Classick, and Tim Kent

Statement to Development Control Committee B – 7 December 2022

ITEM NO. 3

WARD: St George West

SITE ADDRESS: Land At Derby Street Car Park Derby Street Bristol BS5 9PH

APPLICATION NO: 22/03490/F

Installation of 8 modular homes (Solohaus) with associated on-site services, landscaping and amenity space to include bin store and cycle parking, remodelling of existing car park, and adjustment of existing access.

I'm writing to support the application.

I understand the concerns that local residents have about anti-social behaviour potentially increasing in the area, but I cannot look past the potential good that this development will bring for eight homeless people in desperate need of a stable living environment to get back on their feet and the time they will have available to find more permanent accommodation. It is of course many more than the initial eight people that this development could help over the course of the 30-year lease - it is at least 120 (8x15) vulnerable people and probably even more than this.

The parking survey provided by the applicants shows a surplus of public parking capacity in the area and the retained car parking spaces will still provide for those who need to use a car to access and service local shops and businesses, such as disabled people and delivery drivers in smaller vehicles.

Each unit would be 2.7 metres high, 7.9 metres deep and 3.8 metres wide, providing a total of 24 square metres of floorspace. This does not meet the national space standards (which call for a minimum of 37 square metres), but as this is temporary accommodation and the alternatives for the eight tenants are far worse, I think this is acceptable on balance.

The external design and internal layout are of course not the most beautiful we will ever see, but they do provide for the needs of the tenants and do not detract from the character of the area, not least because they are small single-occupancy units.

It is good that the access needs of the Dark Horse pub on Church Road have been considered and improved from the current situation.

Rob Bryher

Local campaigner for the Green Party (St George West)

Application Reference: 22/03490 - Land at Derby St Car Park, Bristol
Applicant: Hill Residential Ltd

Committee Statement – 7/12/2022

We are grateful to committee members for the opportunity to provide a brief statement in support of the proposed move-on accommodation at Derby Street.

Across the last decade, the number of people experiencing homelessness and rough sleeping across the UK and Ireland has increased dramatically (SA), for the last five years core homelessness has been rising year on year in England. Many councils are warning of a substantial increase in homelessness in England over the next two years, driven by benefits freezes, rises in the cost of living, and the end of Covid-era eviction bans. Bristol reported the second highest number of street homeless nationally at the 2020 national Rough Sleeper Street count.

Solohaus is a self-contained single occupancy unit that will provide high-quality transitional accommodation for former rough sleepers so that they can move-on from emergency housing. The units are designed to provide safe, suitable but manageable accommodation for people with a history of rough sleeping. The secure accommodation will be provided for a period of up to two years for tenants to provide stability for them to develop independent living skills before moving on to longer term housing solutions.

We've considered the responses raised by local residents regarding their concerns of anti-social behaviour, location and impact on parking and have worked with BCC and the Salvation Army to ensure there is a robust plan to mitigate these concerns

We echo today's committee report in its conclusions, namely:

1. that the provision of living accommodation on the site would increase the natural surveillance of the area and actually likely detract from anti-social behaviour
2. that the character of the site would be enhanced with the inclusion of a landscaped area
3. that the development would not be expected to increase car ownership and that more than sufficient parking would be available in the area should the development be delivered
4. the units offer a better alternative to the proposed residents and any harm to amenity would be reduced by the controls placed on the length of tenancies.

The Derby Street scheme is being provided to offer housing to people who are vulnerable because of their lack of access to safe and secure housing and who have already engaged with homelessness services. The scheme is not intended to be the first step from homelessness into housing. Rather, it is intended to be the final step for those who are able to sustain tenancies with minimal support before moving on to fully independent accommodation.

We trust that committee members will support the recommendation of the case officer and take a step in reducing rough sleeping in Bristol.

Public Forum Statement on 22/01550/F : 29 Hobhouse Close Bristol BS9 4LZ

DCB, 7th December 2022

Cllr Steve Smith

The extent of public objection to this application is not primarily about the design details of pillars or a bay window, disappointing though it is that the developer has ignored the planning consent that they were granted in this regard.

The central issue here is that the premises is not, and never has been used as either a class C3 dwellinghouse or a class C4 small HMO. Whatever use classes the developer may have applied for it is clear that they have never had any intention of this being a residential house of any sort. It was deliberately designed and built, and now operates permanently as a commercial premises offering short-term lets as a “party house” for groups of up to 10, often for just a couple of days at a time.

This is an entirely inappropriate and anti-social use in a quiet residential area, and has a huge impact on the amenity of neighbours. I understand that a number of neighbours will make their own public forum statements to this meeting in addition to the 91 objections received during the consultation. Those statements will no doubt tell you much more about the impact that this property is having on them so I will not go into great detail here, but the impacts include:

- Excessive noise, including loud music, shouting and fighting late at night, especially at weekends
- Large numbers of cars or vans parked and driving dangerously around the property. The developer says that they have access to a garage, but one garage on the far side of the estate would do nothing to deal with the impact of 10 guests even if it were in use (which it isn't)

The officer's report says that the developer has confirmed that this use will cease, but the property is still advertised openly on Airbnb. I have attached a copy of that advert showing that it is already offering bookings into April 2023 at nearly £1,700 per week.

Planning Consent and Use Class for Short Term Lets

The report states that “the use of a property for short term letting does not require planning permission”. This seems at best to gloss over a grey area of planning law. As long ago as 2012 the Court of Appeal ([Moore v SSCLG \(2012\) EWCA Civ 1202](#)) found that this was “a matter of fact and degree” and that permanent regular use for short term lets constitutes a sui generis use which is neither a class C3 dwellinghouse nor a class C4 HMO. The discussion in the report about whether the property has (or needs) consent to change from C3 to C4 seems to be a red herring.

Recommendation

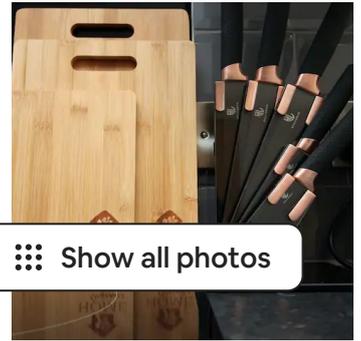
If the committee is minded to follow the officer's recommendation and approve this application, I would ask that a condition is added which holds the developer to their word by preventing the use of the property for short-term lets.

Attachment - copy of advert on Airbnb

Hob House by Mia Living (free parking)

[1 review](#) · [Henleaze, England, United Kingdom](#)

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Show all photos

Entire home hosted by Mia Business Stays



10 guests · 5 bedrooms · 5 beds · 4 bathrooms

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Check yourself in with the lockbox.

Free cancellation for 48 hours.

aircover

Every booking includes free protection from Host cancellations, listing inaccuracies, and other issues like trouble checking in.

[Learn more](#)

Whether you are taking a “staycation”, visiting friends that you have not seen for a while, or working away

Public Forum Statement on 22/01550/F : 29 Hobhouse Close, Bristol, BS9 4LZ

DCB, 7th December 2022

Mrs Jodie Jones – ████████████████████

The planning permission was originally rejected for a 2 bedroom dwelling and upon appeal, permission was then granted under strict conditions which quite frankly I am not sure many have been adhered too.

The fact the exterior of the property is not in keeping with the other houses, which the permission clearly stated it must strictly do is one issue but the major complaint against this property is the fact that an extra 3 bedrooms seem to have appeared after only 2 bedrooms were approved.

Permission would never have been granted for a 5 bedroom house so the devious tactics used could now mean that this all gets passed because of the councils incompetence to keep track of this build along the way. When we had our extension built, we had regular checks to make sure we were doing everything as it should be done!! Why has this not happened, especially with the owners track record of deceitful behaviour with his own home on Pycroft.

I am still very confused as to how this property has been and continues to be used as an air bnb without the property being signed off? How has this been allowed? Whilst we are all having to put up with the parking issues, noise and frequent comings and goings of strangers, generally in large groups, the owner of the property is cashing in on revenue from this. Are the properties in our close even allowed to be used for commercial gains?

We live directly across from this house so have been impacted directly from all the issues. I have images of numerous parking issues we have all encountered over the months and have lost track of the late night noise we have experienced from this property. Myself and my husband are having to juggle our cars around daily, so that if I have to pop out, we try and make sure I will be able to park somewhere close to my property to enable me to get my children into the house safely.

Broadleys Avenue and Hobhouse Close are quiet residential areas mostly made up of families and elderly residents. I have always felt very safe and happy in my home. I no longer feel this way. I have 2 young children so the upset of not knowing who is coming and going from this property from one day to the next has really affected my mental health and I feel so stressed about it constantly!!

The fact that we have had to get to the point of a public consultation is very disappointing and leaves me with zero confidence that something like this will not happen again in the future.

If this gets approved, not only does it make a complete mockery of the planning department but I am also in no doubt that that this will then give the green light for more HMO houses to spring up in what was a lovely neighbourhood.

DCB , 7TH December 2022

Mr Martyn Jones – xxxxxxxxx

The negative impact this devious developer has had on our home and neighbours is beyond measure!

We have no issues with the original plans for a two bed home which were approved upon appeal with restrictions. The developer has completely disregarded this showing complete contempt and lack of respect for the planning department. Having already manipulated the rules system in his favour before in his current address.

The current use of 29 Hobhouse is causing us massive amounts of stress as it is let out during the week with up to ten people residing with the cars and vans to suit. On the weekends it is used as a party house with constant problems for example loud music which is regular issue that goes on until 5/6 am. There has also been arguing fighting etc.

We also find the remnants of alcohol and drug use litter on the green and outside the side gate.

Our children and the neighbours children would often play outside on the green which was the attraction of buying our home this can no longer happen as we have no idea who is in 29 Hobhouse from one day to the next.

Parking has become a massive problem as the road cannot cope with the influx of an extra 5 / 10 cars on a daily basis please note that not one visitor to this address has ever used the garage or drive or parked across either to help! Then why would they when it's advertised with plenty of free parking.

BCC planning has been totally inept at dealing with the issues from day one of this build not just the build the protection of the tree which has a TPO on it.

The branches were hacked back and no protection was in place to protect the roots as stipulated by the planning inspectorate. Please note this developer has previous history ignoring TPO'S Having also hacked back a tree at his current address. I am also confused with the statement from the planning department regarding the tree damage outside number 29 as they state they have spoken to the management committee which we don't have ??????.

To summarise.

This build was done for financial gain for one greedy developer who has put two fingers up to all the rules that good people would adhere to from the planning dept.

He has zero respect for the residents who by majority have clearly objected to this.

The planning department have be seen to be completely useless with dealing with any issues regarding this blaming staffing problems and lack of finance giving the green light to any other developer with no regard for anyone else.

I would hope that the committee will see through all these devious tactics and would insist on this build being put back to what was originally passed by the government inspectorate.

This would give back some confidents to us residents that are living through this daily hell that have also lost respect for the planning process.

Public Forum Statement. I wish to register to speak at the Meeting. Les Rowe

Broadleys Avenue / Hobhouse Close is a small collection of residential neo georgian detached and terraced houses on a quiet development surrounding a tree shaded green. It is home to a mixture of young families and retired citizens. The green provides a safe environment for children to play, in an area free from fast moving traffic and the general public.

The peace has recently been shattered by a builder who, having bought 29 Hobhouse Close with planning permission for a small, 900 square feet, two storey residential dwelling house to be built on the narrow adjoining plot, has conspired to produce a five double bedroom, four bathroom business property which, in effect, he is now operating as a mini hotel. Vacancies have been advertised for the past five to six months, and currently, on Airbnb and booking.com with accommodation for up to 10 people. This builder has a previous track record, in regard to his own nearby house extension, of deliberately submitting fake drawings for planning approval which, in reality, bore little relation to the finished project.

The impact on local residents in Broadleys / Hobhouse has been significant. In addition to daytime arrivals with consequent parking problems, groups and stag parties have been turning up at all hours of the night and into the early morning. Residents have continually been woken and children disturbed by shouting and the noise of car doors and boots being slammed. Subsequently, outdoor late night parties, drinking and singing have been a regular feature.

Many parents are seriously concerned by the possible itinerant nature of visitors, and worry about their children's safety. There is no check-in procedure, house keys are in an outside coded security box.

22/01550/F 29 Hobhouse Close. Bristol BS9 4LZ

Dear Council Planning Department,

I have read the report as written by the Planning Officers and am aghast at the procedures and their implementation.

Everything is in favour of the developer, residents concerns are totally disregarded.

This developer has a history of ignoring the regulations and proceeding as he pleases, what are the regulations for, are they to be viewed as voluntary?

From start to finish the developer has run roughshod over the residents and the Council and still you are proposing passing what he has done! It is totally baffling.

All the residents, local councillors, The Henleaze Society etc have made there views quite clear and still this one developers wishes seem paramount.

Importantly the following needs to be considered:

Can someone who's own actions have shown them to have a dishonest and devious attitude be allowed to profit financially from their actions, right has to be seen to be done.

If the house stands as is at least ensure that it is NOT run as a Financial Business.

Regards,
N Duro

22/01550/F 29 Hobhouse Close. Bristol BS9 4LZ

Retrospective Planning Application For Retention of Dwelling - 29? (or 30?)
Hobhouse Close

For the second time I submit my very objection to this proposal.

It beggars belief that Bristol CC Planning Officers are aiming to overrule approval of the Central Government Planning Inspectorate for build of a two-bedroomed dwelling which I could accept.

The developer has flagrantly disregarded that ruling and should be stopped now before he attempts to ruin more neighbourhoods.

I begin to wonder why we have a two tier planning system.

Margaret Raymond

22/01550/F 29 Hobhouse Close. Bristol BS9 4LZ

Dear Planners,

I live at number xxxxxxxxxxxx. My HOME is approximately 50 metres from 30 Hobhouse Close.

I strongly object to this property being used as an air BnB by reason that it is totally inappropriate in the surrounding area of family homes.

The original approved planning consent for a 2 bed family home has been blatantly and arrogantly disregarded and instead has been deviously developed into what is effectively a five bed, 10 occupancy self catering hotel business.

It is having a detrimental effect on people and families in the surrounding properties. The anxiety and worry of who and what sort of people will turn up next is definitely affecting my quality of life.

We are subjected to strangers arriving in multiple vehicles which creates serious parking issues. Weekends especially are a real concern with Stag parties bringing loud noise and raucous behaviour into the early hours. I have personally picked up beer cans thrown down in the road from the property.

I understand that the developer has apparently now said that he will stop advertising on Air BnB.

My guess is that he has found another 'channel' to advertise his business.

The property needs to be reinstated and used as a family home for which the original planning application was approved.

King Regards

Janet Saunders

By Email

Objection to application.

The original planning application was for a two bedroom extension. The final build has created a five bedroom four bathroom addition that is now being used as an Airb&b. During week nights this is usually occupied by work men complete with their trade vans. At weekends by groups of five to ten tourists, each couple usually arriving with a personal car. The planning consent was for one parking place.

The owner of the property has been allowed to ignore planning permissions at every stage and completely change the character of this neighbourhood.

This application should be refused.

Jill and Anthony Hughes,

Re application No. 22/01550/f:

Thank you for your email of 24 November. I wish to register to make a statement at the Development Control Committee B meeting on Wednesday 7 December. My written statement follows.

"The layout of Hobhouse Close and Broadleys Avenue gives the area a real community feel and people look out for one another. This is important to my wife and I because we are both totally blind and we rely on people not leaving bins and other obstacles all over the place and not parking on the pavements. We are not the only disabled people in the area. There are others with sight impairments and restricted mobility, as well as a high proportion of elderly residents. Their safety and security is important too. This is threatened by the large number of here today gone tomorrow visitors to the property, who cannot reasonably be expected to know or care about us. The history of the application outlined in this report demonstrates that the applicant cannot be trusted to keep the undertakings he gives. It's all very well saying that he has said he will no longer use the property as an Airbnb, but who is going to stop him if permission is granted? His actions in respect of this development, and his other property at number ■ Pycroft Avenue, demonstrate a pattern of behaviour which is not likely to change if his breaches are regularised. I therefore urge the committee to reject the application."

Yours sincerely,
Paul Sullivan

Dear Sir or Madam

I intend to attend the Development Control Committee B at its meeting on Wednesday 7 December 2022, and intend to speak to Application no. 22/01550/F.

My statement is below:

This recommendation to approve is outrageous.

Planning Control originally approved, On Appeal, the building of a 2 storey, 2 bedroom residential family house in keeping with the existing style of the estate. The developer then cynically built something not approved, a 3 storey, 5 bedroom house in multiple occupation, not in keeping with the estate, for serial rental. He did not build to the approved plans, and then modify the internal structure. He ignored what was permitted on appeal, and deliberately built something else from scratch. If this is approved, Bristol City Council will be, in effect, tearing up the planning rules, as well as ignoring the valid objections of the neighbours.

Yours Sincerely, Roger Moses

Sent by email from Mervyn Atkinson

29, Hobhouse Close has been constructed to link internally with 30, Hobhouse Close to form a 5 bedroom dwelling. The owner is renting this extended property as a short term self catering let for groups of up to 10 persons. This has the effect of REMOVING a permanent home for a Bristol family from the domestic housing stock. If this reduction does not comply with the Planning Regulations, the application must be refused.

Written on behalf of Ms. Muriel Harrison,

Every single neighbour has objected to this, it's outrageous that someone can flout the rules and get away with it. This house has ruined our neighbourhood with streams of random men partying and stopping our kids feeling safe. Please reject the application. Thank you and further comments below.

Comments for Planning Application 22/01550/F

Application Summary

Application Number: 22/01550/F

Address: 29 Hobhouse Close Bristol BS9 4LZ

Proposal: Retrospective application for retention of dwelling. [REDACTED]

Customer Details

[REDACTED]

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Planning permission for a 2 bedroom house was eventually granted permission provided it exactly followed the plans submitted with exception to the roof. In absolutely no way was this the developer's plan. He has, from the very outset, blatantly ignored the planning permission. The developer always intended to build a commercial property with 5 bedrooms/4 bathrooms as is evidenced from the building supplies, window numbers, roof windows and interior fittings like fire doors, safety lights and those inkeeping with HMOs. He immediately advertised it on Airbnb for 10 people and also for corporate lets at £7000pm. The developer has made a mockery of planning permission and is a repeat offender (9 Pyecroft Ave BS9). He owns #29 Hobhouse and I have been told he intends to make this the same as #30. If this retrospective PP is allowed, it sets a dangerous precedent and shows the developer he can just continually do whatever he wants without consequences and ruin neighbourhoods.

I strongly object to the change from the plans:

1. The front elevation is nothing like the original plans, 2 extra windows installed, a bay window completely different to all the other houses, a column missing. Design is not the same as the other houses or as agreed
2. This quiet residential area with our houses around a green, was a safe place for children and pensioners to use and play. It doesn't feel safe to let the children out with continuing strangers out there
3. No parking was provided at the rear of the property as planned and with a 5 bedroom property advertised for 10 people occupancy, potentially 10 extra cars in an area we struggle to park in as we're limited by dual carriageways around us
4. All other houses are 2/3 bed family homes, it was incredibly inconsiderate of the developer to blatantly disregard the neighbours opinions and community feeling for commercial greed. It is clear

overdevelopment of a single site.

5. There has been continuous stag parties, lots of loud music, cigarettes left all over the pavements, paint type substance thrown everywhere. Please stop this being a big commercial property.

If this permission is granted it will ruin our neighbourhood with a commercial property at #30 and then potentially #29. Please have the property reverted to the original plans as originally permitted.

Nina Schembri

The following comments are in response to the planning officer's report to committee dated 30 November 2022 ref 22/01550/F and detailed in the order in which they appear in the report.

- The planning permission granted on appeal was in accordance '*with the terms of the application*' which was for a 2 storey **2 bedroom** dwelling.
- Although it acknowledges the need '*to maintain public confidence in the planning system*' this report does exactly the opposite in reaching the conclusion that it is '*entirely acceptable*' and '*very clear*' that permission be granted thus dismissing or ignoring completely the very real concerns raised in the 91 objections submitted.
- The increased number of bedrooms is described as '*internal alterations to dwellings*' but this is incorrect. The property was built as a 5 bedroomed house in the first place, a clear and deliberate breach of planning permission. If the increased number of bedrooms is immaterial as the report suggests why didn't the applicant submit plans for 5 bedrooms originally? Could it be that he knew they would be refused? Why also did the appeal report specifically mention the 2 bedrooms in the parking references if the number of bedrooms is not important?
- The property was granted a license for 5 occupants in June 2022. Small HMOs (C4s) have 3-6 unrelated occupants yet this property is advertised as suitable for 10. Therefore it does not satisfy the criteria for a small HMO and cannot be considered as such. Consequently the fact that a move from a C3 dwelling to a C4 requires no planning permission is irrelevant.
- The applicant is said to have confirmed the property will cease to be used for short term lets. How was this assurance given? To date (Monday 5th December) the property is still advertised on booking.com, bristolhotelsengland.com, agoda.com, airbnb, bedandbreakfast.eu etc etc. This applicant has a proven track record of reneging on his promises so this issue has certainly not '*fallen away*' and it is naive to consider it so. Although short term letting may not require planning permission surely it is preferable, given the acute housing shortage in Bristol, to approve the dwelling as a much needed family home to strengthen the area's '*strong residential character* (Henleaze Character Appraisal) rather than a pseudo hotel which provides no benefit to the neighbourhood and is certainly not needed.
- Apparently it is considered too '*punitive*' to resolve all the deviations in appearance detailed in the appeal report. To require the developer to comply with what was agreed and in his favour on appeal can only be interpreted as a punishment if the appeal decision itself is considered to be too punitive. If this is the case the planning officer has not provided any supporting evidence to this effect. Therefore surely the most satisfactory remedial solution would be to return to the previously approved scheme.
- With reference to the property causing unacceptable harm, the omission of any mention of the noise, disturbance and nuisance (all valid grounds for objection) experienced by the neighbours is negligent in the extreme. This disruption, detailed very clearly and comprehensively in many of the objections, is completely ignored in this report.
- Likewise the concerns about parking have been speedily dismissed. The appeals inspector made specific reference that a 2 bedroomed dwelling would not cause '*parking stress*' but this is a 5 bedroomed dwelling for 10 people with the prospect of 5 or more extra vehicles when parking is already at a premium. The parking concerns are about access for emergency vehicles and carers cars especially given the elderly nature of many of the residents, not to mention delivery vans etc. Moreover the houses at 17-21 Hobhouse have no direct vehicular access so rely on parking on Broadleys Avenue to receive these vital services.

There is much talk of how '*regrettable*' and '*unfortunate*' it is that the applicant has gone against the approved plans but this report clearly shows that the wishes of one developer carry far more weight than the real concerns of the numerous affected residents. This applicant already has and future developers undoubtedly will conclude that they can disregard approved planning permissions with impunity in Bristol if they submit retrospective applications which will then be granted. This is a damning indictment on the efficacy of the planning system. **Sheila Miller**

From Laura Drage

Objection to Planning Application 22/01550/F 29 Hobhouse Close Bristol BS9 4LZ

I whole heartedly object to the retrospective planning permission for a 5 bed property at 29/30 Hobhouse Close.

The original planning permission was for a 2 bed property so it is clear that the developer has shown a blatant disregard for this original planning permission by altering his plans so significantly. The property is in a quiet, residential area occupied by young families and elderly residents. The property has been designed to attract students/young people (to rent) and is also being advertised on air bnb for upto 10 guests. This causes a number of problems/concerns:

- families and elderly residents will not feel as safe with different people occupying the property on a weekly basis. Children will not be as safe playing on the green; elderly residents will not feel as safe to exercise.
- large occupancy houses famously attract groups of people wanting to party and socialise which is frequently noisy and anti-social (this has already happened on several occasions). These guests have frequently left empty alcohol bottles and cigarette butts littered on the green. My toddler has tried to pick these up!
- parking space is limited and an extra 5-10 cars will make this problem worse for residents (and carers who need to park nearby to care for elderly residents who live in the Close)

Even if the property were rented, the problems of parking and noise late at night would still be present. A property such as this puts the safe community environment severely at risk. I am also concerned that the property does not meet fire health and safety regulations as I cannot see how that many people in such a small space would be able to evacuate safely if a fire were to occur.

The developer has shown no care for his community, no respect for the planning permission that has been given and no regard for the residents - those who have lived here for many years and those who have moved here more recently. I hope that my concerns and those of others who live nearby will be heard. Thankyou.

The Planning Report (the Report) recommends the grant of retrospective planning permission. With respect, this takes a narrow view of a number of issues at the expense of the bigger picture.

Is the use of the Land and Building Acceptable?

Permission was granted to build a 2-bedroom dwelling in the garden of 29 Hobhouse Close. Objections were raised to this application on various grounds, including impact on amenity of existing and future residents and parking/highway safety issues. Permission was refused by the Council, but granted on appeal. The Planning Inspector, for example, acknowledged parking issues, but he concluded that the parking would be adequate to accommodate one 2-bedroom dwelling.

A 2-bedroom dwelling was never built. Instead, the developer built a 5-bedroom, 4-bathroom property with very limited communal space, suitable only for use as an Air BnB or a corporate let/HMO. Why not apply for permission to build this? Residents would then have had the opportunity to raise objections and the application would have been determined on the true facts, as the planning process intends. We can only assume this was because such an application was not likely to have been granted.

In any event, the decision was based on a false premise. It is wrong to suggest that the principle of creating a new dwelling was established and, as a result, that it remains acceptable. We cannot assume that permission would have been granted if the true facts were known. It would be wrong to allow a developer to achieve on a false premise what he may not otherwise achieve and to prevent interested parties from making appropriate representations and being heard. If the principle is not appropriately established it does not follow that the present use of the property is acceptable. The position should be considered anew.

The Report also states “It is always regrettable that a developer does not follow the provisions of planning permissions....” And it suggests this is not uncommon. Developers will only be encouraged in such behaviour if they are able to succeed in their objectives on a false premise, where honesty may result in refusal. We are reminded that planning enforcement action is intended to be remedial rather than punitive. Refusal of permission should not be used as a punishment, but equally applications should be determined on a true and fair basis. The democratic and decision-making aspects of the planning process should not be subverted by false information as to what will be built, resulting in a supposed “established principle” favouring the applicant. The remedial element above surely recognises this. Refusal would be proportionate because a grant would set a precedent for a 5 bed HMO to be built in the garden of every end-terrace property in the locality.

Would the Proposed Development Cause Any Unacceptable Harm to Residential Amenity?

This development will cause unacceptable harm to the residential amenity of future or adjacent occupiers, as has already been demonstrated by the noise nuisance and parking issues resulting from its use as an Air BnB and by the multitude of other objections lodged. The Report suggests use as an Air BnB has ceased and is therefore not an issue for consideration. With respect, it is naïve to assume that the use will not start again when this process has ended, particularly as the Report states that planning permission is not needed for such use. It is therefore necessary and appropriate for the Committee to consider this possibility when amenity is considered, alongside other potential uses of the present property, the precedent that such user would create for future applications and the resulting potential for future harm, none of which were considered at the time of the original application because they did not appear relevant to the application then made. Clearly, they are relevant now.

Parking, Highway Safety and Disability Impact

When granting this application, the Inspector said, “I am not persuaded from what I saw that the addition of one two-bedroom dwelling would cause ‘parking stress’.....”. He did not consider the parking impact (or any other impact) of a 5-bedroom Air BnB/HMO. This is also a live issue, as is highway safety and impact on disabled residents in terms of parking for themselves and for carers and their ability to navigate roads and pavements safely. Parked cars have prevented me from passing along the pavement outside the property with a wheelchair and from crossing the road at any point on the green. Our carers also have difficulty parking.

To whom it may concern:

We strongly object to this retrospective planning permission for the following reasons:

Having reviewed the planning regulations, it is obvious that these were breached. The developer has built a house of multiple occupancy with five bedrooms, having had approval for a two bed house only. It appears that the approved design for a two bedroom family home was never intended to be followed, and instead planned as a commercial property now being advertised on the Air BnB website for occupancy of up to ten people

(https://www.airbnb.co.uk/rooms/649928703592041545?adults=4&children=0&infants=0&location=Henleaze%2C%20Bristol&check_in=2023-03-31&check_out=2023-04-05&source_impression_id=p3_1670315216_lfBDpCK1EBCsuiBM).

Furthermore, the granted appeal (APP/Z0116/W/19/322132) point 11 is as follows:

'A number of interested parties raised concerns about parking. The proposal includes one off road space and the area is not subject to a controlled parking scheme. Although my observations are necessarily a 'snapshot', noting the information provided by the appellant, I am not persuaded from what I saw that the addition of one two bedroom dwelling would cause 'a parking stress' from a shortage of on street parking in this relatively low density suburban environment'.

This statement is not valid given what has now been built as a house of multiple occupancy with five bedrooms and up to ten guests to stay at a time which will undoubtedly put a parking strain on the area, and the property on Air BnB is advertised as free parking property.

This is a residential neighbourhood mainly consisting of young families and pensioners. The large parties of guests booking at this property is not appropriate, taking away the security that is inherent to this area. For instance, the property has already catered to a stag-do with loud noise affecting neighbours. This is likely to be an ongoing issue which was never anticipated or discussed with the community, given the original plans which were agreed.

Yours faithfully,

Dr M Wijeyaratne

Comments for retrospective planning application.**Ref no. 22/01550/F Address : 29 Hobhouse Close Bristol BS94LZ****Customer Details**

Name: Gareth Lewis



The new-build now known as 30 Hobhouse Close has been a vexed issue from its genesis right up to the present.

The original application by the then owner of 29 Hobhouse Close, to build an end-terrace 2-storey, 2-bedroom dwelling adjoining his property, was rejected by the Planning Department of Bristol City Council, but subsequently authorised, upon appeal, by an officer of the Planning Inspectorate. It is clear from a perusal of the adjudicator's report that his principal focus was the appearance of the proposed structure in terms of whether it would be in harmony with the rest of the terrace. He found that the overall design and choice of facing materials sufficiently allayed any concerns that had been expressed on this score, and granted approval. It is important, though, to keep in mind that *approval was based on the architect's drawing that showed two bedrooms.*

The plan passed into the ownership of the appellant upon his acquisition of 29 Hobhouse Close. He proceeded with to build a house with an internal configuration of five bedrooms, totally ignoring those parts of the plan that did not suit his purposes. His intention from the outset has clearly been to reap maximum return from letting it as an airbnb or hmo.

Were there no inspections by BCC officials as the building work proceeded, and were no concerns reported regarding the deviation from the plans?

The present BCC Case Officer is now recommending retrospective approval of 30 Hobhouse Close as a 5-bedroom dwelling, largely on the grounds that its existence in its current form is a *fait accompli*. He refers to Government guidelines which allow planning authorities some latitude and discretion so as not to impose "unreasonable" demands to bring a structure back into conformity with the original, approved design. The current applicant has been brazen in his disregard of the building constraint he "inherited". Is the Development Committee inclined to reward his boldness? Will it endorse the recommendation and allow the appellant to be an example of "how to cheat the system and get away with it"?

The conditions the Planning Officer is proposing for final approval, such as the replacement of the bay window, or the position of the pilaster, are totally secondary matters. Nothing is proposed which addresses the issue exercising the local neighbourhood, namely the usage to which the property is being put. If, at the end of this whole process, that is all that is insisted upon, the appellant would "get off" very lightly, and the Planning Department would be mightily relieved to see their problem disappear.

Application no. 22/01550/F

Site address: 29 Hobhouse Close Bristol BS9 4LZ

Proposal: Retrospective application for retention of dwelling

My objections to this planning application are as follows:

1. This retrospective planning permission should only be granted if it would have been approved at the initial planning request. In this case, I don't believe that would be true - the original application was refused and then only granted on appeal on the basis that this property was a 2 bed 2 storey single household dwelling. Further to that, the permission included a list of strict conditions that needed to be followed, and considered the impact on the neighbourhood eg parking, waste, cycle provision etc. the approval also considered Technical housing standards space requirements for a 2 bedroom house. The planned house met the standards but I do not think the constructed building would meet those standards. I am also concerned that the constructed house would no longer meet everyday space and appropriate living standards required for the number of occupants living in a 5 bedroom house. Based on the above and the original planning officers report, I highly doubt a 5 bedroom house of multiple occupancy would have been granted at appeal.

2. The original approved plan proposed a single off street parking space which has not been built or amended from the garden of 29 Hobhouse Close to form part of the accommodation. The officers report noted that a 2 bedroom dwelling with off street parking would have a negligible impact on parking in the neighbouring streets. The constructed house has no off street parking and a materially greater number of residents which I consider would have a negative impact on the available parking in the neighbourhood.

3. This application was only submitted after a Planning Enforcement case (ref 22/30064/N) was brought against the property. The applicant did not actively engage with the council to make alterations to the construction as it was being built, but instead only after the construction was completed, and after the owner had advertised the property for rent. This would suggest they only applied for planning permission to prevent the planning enforcement case against them.

4. According to the National Planning Policy Framework (paragraph 59) effective enforcement of the planning rules is important as a means of maintaining public confidence in the planning system. It is clear the owner accepted the conditions of the planning permission but had no intention of adhering to them. This build has far exceeded the planning permission granted and if this retrospective application is approved it will severely undermine the authority of the planning services in the council.

I trust the above is in order, however if you have any further queries then please contact me.

Many thanks

Jonathan Lax

Good Morning

I would like to add my voice to objection of 30 Hobhouse Close, which had Planning for a 2 bedroomed property and is now being used as a 5 bedroomed Airbb.

This small development already had issues with parking, now much worse, often large commercial vehicles parked on pavement?

Noise is also a problem, was surprised to see 2 people actually hanging out of skylights on roof, only a matter of time before there is a dreadful accident!

An area which was a delight to live in, is slowly changing into a noisy, untidy place, mostly exasperated by a property being used as a commercial, money making investment!

Not sure the Landlord of property would be so happy if he lived next door,

June Varley

Planning Committee Statement – Hassan Khaleghi

Re: Application No. 22/01550/F 29 Hobhouse Close, Bristol, BS9 4LZ

Firstly, I would like to take the opportunity to introduce myself. I am Hassan Khaleghi a BEng Architectural Engineering Graduate from Cardiff University School of Engineering. I worked as a qualified Structural Engineer for a Consultancy for a number of years before I began my own business as a Property Developer. My wife, Maryam Khaleghi, and I work together and Maryam has a degree in Civil & Environmental Engineering and a MSc in Geo Environmental Engineering from Cardiff University School of Engineering. She too worked as a Consultant for a number of years.

We live at [REDACTED] which is just around the corner from No. 29 Hobhouse Close.

We purchased No. 29 Hobhouse Close, Bristol, BS9 4LZ in August 2020 which had a plot next to it with planning permission for the 'Erection of a new two storey dwelling attached to the side of No. 29 Hobhouse Close and associated structures.'

Having read Mr Brown's Report prepared for the Development Control Committee dated 7 December 2022 we feel he has covered all aspects clearly, thoroughly and fairly but would like to write a brief summary of our objectives and the reason for our actions below.

As an Architectural Engineering graduate, I was taught to pay attention to detail. In this project my main aim was to integrate the new dwelling into the repetitive design of the terrace. It was also important to me that No. 30 blended in with the rest of the houses on the development because I owned No. 29 next door and wanted the new dwelling to look like that it had always been there.

The roof line was a crucial aspect of the build, which had been commented on by both the original planning officer as well as the Appeal Officer. However, there were also other features on the plans which did not match the repetitive design of the terrace which I amended. These changes increased my build costs; however, I made the changes because the integration of No. 30 was extremely important to me.

The original plans showed two windows to the front of the property and two windows at the back of the property, however all the other houses in the terrace have three windows to the front and back. It was for that reason I amended the design to include three windows at the front and back.

The original design incorporated three window panels in the bay whilst all the other properties in the terrace have five window panels, I also installed a bay window with five window panels.

I continued this attention to detail when selecting bricks and brought three brick supplying companies to the property to try and match the bricks. In my opinion none of them could and I ended up purchasing three different brick colours and remained on site throughout the brick laying process to make sure that they were placed correctly so as the house blended in completely.

In addition to this, as part of the original planning decision it was agreed that the garage at No.29 Hobhouse Close be given to No. 30 Hobhouse Close as No. 29 has a drive to the rear. We went over and beyond what was expected and purchased a garage which came up for sale in September 2022 on Broadleys Avenue. This garage has now been attached to the deeds at No. 30 creating a further extra off road parking space which was not required by planning.

Whilst I accept that it would have been preferable for me to liaise with Bristol City Council before carrying out the changes that I made, Mr Brown's report has accepted all the professional decisions I have made and I have agreed to the amendments to the wall beneath the bay window and pillars at the front of the house, as I too accept and respect his professional opinion.

At the end of May 2022, a neighbour approached me and informed me that they had received a letter which was titled from 'a concerned neighbour'. This letter had been sent to all residents on Wycliffe Road, Pyecroft Avenue, Hobhouse Close and Broadleys Avenue asking them all to go against works carried out at No. 30 Hobhouse Close and to oppose my latest retrospective planning application.

The letter implied that I had not followed planning regulations at [REDACTED] Pyecroft Avenue even though I had. During works at [REDACTED] Pyecroft Avenue Planning Enforcement were contacted by neighbours and Mr Nigel Butler came and visited the project and the case was closed in less than a week as I had carried out all works in accordance with planning. The neighbour's biggest issue was that I had rendered my house and as my house

was not in a conservation area or a listed building, I was able to do this but many of the neighbours were greatly opposed to this and continue to accuse me to this day of breaking planning laws.

The comments on the planning portal with regards to No. 30 Hobhouse Close prove that local residents still hold a grudge against me for carrying out works to my property at [REDACTED] Avenue that were not to their taste. These shameful comments and false accusations are extremely disrespectful to me as well as to Planning Officers.

The most unexpected and disrespectful comment made by a Local Councillor on the 7 November 2022:

'Why are BCC dragging their heels on this one???'

Are we any closer to a date for the committee meeting ???

Why is the planning department not answering the basic questions that have been asked in previous comments???

What this devious developer has got away with so far it screams of collusion that an independent investigation into both parties will hopefully shed some light into what is actually going on!!!!'

Since reading this I have decided to seek legal advice from a solicitor who specialises in defamation law and am currently in communication with a solicitor who is advising me on how to move forward with this serious allegation.

On the 3 June 2022 it was brought to my attention that No. 30 Hobhouse Close had been vandalised, all the downstairs windows had been covered in what looked like melted chocolate and we can only assume this was one of the neighbours. We reported this incident to the Council but find it ironic that neighbours have accused our tenants of vandalism and anti-social behaviour and yet they are guilty of these actions themselves.

I hope that this summary will allow you to conclude that my only intention throughout this build was to integrate the new dwelling into the repetitive design of the terrace. Mr Brown's report confirms that the opposition comments are irrelevant and has recommended my application for approval and I hope that you do to.

Joan& Brian Griffiths, 27 Hobhouse Close, Henleaze, BS9 4LZ

We would like to be given a minute to speak

Dear Sir,

Application No 18/06/128F

Proposed new dwelling at 29/30 Hobhouse close

Further to my previous two letters on this subject, I objected to the original

proposal of a two bedroom dwelling as totally inappropriate on this site. My

second letter concerned the owner having ignored planning permission and gone ahead with his no doubt original intention of a nine/ten bedroom AirBNB

As this is clearly out of order I reiterate that either the dwelling reverts to two

bed as granted or be demolished.

PLANNING APPLICATION FOR TAKEAWAY ON BIRCHWOOD ROAD 21/01808F

Birchwood Road sits in the heart of a traditional working class area in St Anne's. Like many of these areas built after the war, there is a huge concentration of housing with very few facilities. The nearest pubs are a considerable hike away. The shop owned by Mr Mahmood on Birchwood Road is a cornerstone of the local community, open from 7am to 11pm and providing an absolutely invaluable service. It is now also the local post office.

Their ambition is to open an adjoining takeaway to serve the local community – and Mr Mahmood has established that there is considerable demand from his clients, most of whom live within walking distance of the shop and proposed takeaway.

This is not a busy high street like North Street or Stapleton Road – it is a quiet area, with one small focus of shops and existing food services – Mr Mahmood's proposed service will add to the incredibly small amount of choice available in the area.

There is plenty of parking on St Anne's Road, and visitors will be in and out in just a few minutes, so a build up of traffic is not to be expected. Indeed, having a takeaway selling Asian and Caribbean food in this vicinity is likely to have a positive impact on the number of car journeys made as people will no longer have to travel out of the area to find this kind of food.

The takeaway proposes to open from 2pm to 10pm but is willing to close during pick up hours from the school. Indeed, to suggest that 7-8 year old children will be congregating outside the takeaway seems a ludicrous suggestion to me, I do not believe that this particular guidance was intended for instances such as this.

The applicant is committed to ensuring that all guidelines relating to noise and smell are met and is willing to invest considerable sums to meet these requirements. His own family live on the premises, so there is no third party involved who might be affected by noise or smell.

Rather than rejecting this application, I propose that we work with the applicant to ensure he delivers his proposed service in compliance with giving the best possible outcome for the area.

2 Birchwood Road application 21/01808/F

With reference to the above application we would ask the committee to approve the application with conditions The locals have asked for the applicants to provide a Takeway of Curries and Caribbean food.

We are happy that comments and advice given by the council has been taken on board. Bollards to be provided to prevent vehicles mounting the front hardstanding. All deliveries will be to the rear hardstanding area. Cycle racks provided for customers at the front. Cycle Shed to be provided to rear area for staff.

All waste will be stored and collected from the rear area

All plant equipment to comply with current regulations all comments and testing will be carried out and approved by council before Takeaway is opened.

Agree construction management plan will be secured by condition

Activities relating to the collection of refuse and recyclables in agreement with councils timescales

Deliveries as council timescales

Opening times requested 12.00 to 22.00 but prepared to close between 15.00 to 16.00 because the closeness of Kingfisher primary school. Children collected by approved person.

All vehicles using St Annes Park Road—Plenty of parking space

Most customers will be on foot to pick up. All orders ordered on line minimum parking time if collecting. Home delivery available using app.

50% of the original shops have been converted to dwelling houses so the amount of traffic has been reduced

Highway network - minimal bus service with current problems of driver shortage. St Annes Park Road subject to 20mph restriction.

The approval of the Takeaway will have a substantial effect on the area. The applicants are a family who work 365 days a year 7.00 to 23.00. Also they run the Post Office. This area is the Hub of the Broomhill community. The Takeaway will improve the facilities. They can and will comply with any conditions implemented by the council. The approval will create and improve the present pedestrian/vehicle issue.

D.J.Robbins

Amendment Sheet 7 December 2022

Item 1: - Land At Broom Hill/Brislington Meadows Broomhill Road Bristol BS4 4UD

Page no.	Amendment/additional information
5	<p>Since publication of the Public Report Pack a total of 2 further comments both in objection have been submitted in relation to this application.</p> <p>In total 585 representations have been received consisting of 6 letters of support, 575 objections and 3 neutral to the development.</p>
10	<p>Since publication of the Public Report Pack an objection has been received from the Campaign to Protect Rural England (CPRE) which states:</p> <p>“This objection is on behalf of CPRE - the countryside charity, Avon & Bristol branch. The author is the branch Director.</p> <p>Mr Dougal Matthews of the Save Brislington Meadows group, showed me and a colleague round this historic, wildlife-rich site, used by so many people for recreation and wellbeing on 20 Sept.</p> <p>CPRE Avon & Bristol objects to the planning application submitted by Homes England to develop Brislington Meadows. Our reasons for objecting include, but are not limited to, the following:</p> <p>Housing targets: councillor for Brislington East, Cllr. Tim Rippington, confirmed that at Bristol City Council's Full Council on 8 November, all four major parties voted unanimously to push back on government, to allow Bristol to set its own targets, based on land identified within the city as suitable for house building. This was also reported in the Bristol Cable . Needing to meet centrally-imposed housing targets could not, therefore, be an excuse for inappropriate development.</p> <p>Local Plan: Following on from this, Brislington Meadows does not appear in the latest draft of Bristol's Local Plan (seen 9 November). We hope this means that city planners recognise the importance of conserving the site as it is.</p> <p>Housing: Bristol City Council's latest Housing Delivery Action Plan (July 2022) states that in 2021 there were 13,508 dwellings with planning permission, or agreed subject to S106. As 1,350 homes were completed in 2019/20 , a large number of homes are still to be built. How, therefore, can any further planning application, especially to build on greenfield, be justifiable or necessary?</p> <p>Housing / brownfield: CPRE has a clear, longstanding Brownfield First policy, and has, by working with partners across England, including Bristol, supported successful implementation of this policy . Bristol City Council's own Brownfield Land Register shows that there are at least 14 brownfield sites in the BS4 postcode with planning permission . This availability of brownfield land in the vicinity of Brislington Meadows suggests strongly that building on this greenfield site is unnecessary.</p> <p>Empty homes: according to data from 2022, Bristol has 1,727 empty homes ; or 1 in 50 of Bristol's homes are currently empty - an increase of 56 per cent from 2021. We are trying to obtain a breakdown by postcode area of these homes, but, meantime, some food for thought: if we divide the 1,727 figure by 34, the number of wards in Bristol, we get a figure of 52, i.e. fifty two empty homes per ward. We do not need to build houses on Brislington</p>

Page no.	Amendment/additional information
	<p>Meadows or any other greenfield or greenbelt sites.</p> <p>Ecological emergency: Bristol's One City Ecological Emergency Strategy cites the importance of 'protect[ing] remaining wildlife habitats and car[ing] for them better' as necessary in order to achieve the 30% by 30 target: for a minimum of 30% of land in Bristol to be managed for the benefit of wildlife by 2030. We cite this as counter argument to any developers' intentions or obligations to incorporate wildlife enhancement into developments: leaving wildlife habitats as they are, save for essential management, is better for wildlife than creating new ones.</p> <p>Bristol's Conservation Areas: we have studied these and Brislington Meadows appears to be very close to Area 24 or Avon Valley . We shall try and ascertain whether there are any legal or policy implications here, and suggest it worth exploring the possibility of getting the Conservation Area changed to include the Meadows - we and other stakeholders will investigate this.</p> <p>Finally, we agree with all the reasons for objection published on Save Brislington Meadows' FB page, namely: Flood risk, ecology, traffic, heritage, bomb risk and need for housing. Indeed, we have sought to evidence some of these objections in this statement”.</p>
32	<p>Following additional expert witness input, the proposed reasons for refusal have been amended to read as follows:</p> <ol style="list-style-type: none"> 1) The proposed development is considered to result in significant harm to biodiversity, for which it provides neither adequate mitigation nor compensation (whether on or off site). The application is therefore considered contrary to the development considerations of allocation BSA1201 of the Site Allocations and Development Management (2014), policy BCS9 of Bristol Development Framework Core strategy (2011) policies SA1, DM17 and DM19 of the Site Allocations and Development Management (2014), and paragraphs 174, 179 and 180a of the NPPF (2021). 2) The proposed development fails to retain important hedgerows and trees within the proposal site and is therefore considered contrary to the development considerations of allocation BSA1201 of the Site Allocations and Development Management (2014), policy BCS9 of Bristol Development Framework Core strategy (2011) policies SA1, DM15, DM17 and DM19 of the Site Allocations and Development Management (2014). 3) The proposal would lead to the loss and deterioration of Irreplaceable Habitat without either a wholly exceptional reason or a suitable compensation strategy. It is therefore contrary to the development considerations of allocation BSA1201 of the Site Allocations and Development Management (2014), policy BCS9 of Bristol Development Framework Core strategy (2011) policies SA1, DM15, DM17 and DM19 of the Site Allocations and Development Management (2014) and paragraph 180c of the NPPF. 4) The proposed development fails to adhere to the landscape and urban design policy considerations by virtue of excessive damage to the existing features on the site. The proposed plans and supporting documents present unsympathetic responses to the natural assets on the site and surrounding context and would prejudice the future design and delivery of an appropriate scheme. The proposal will fail to meet the requirements of the NPPF; policy BCS21 of the Core Strategy 2011; and policies SA1, DM26, DM27, DM28 and BSA1201 of the Site Allocations and Development Management Policies 2014.

Page no.	Amendment/additional information
	<p>5) In the absence of an appropriate agreement under s106 of the Town and Country Planning Act 1990, the proposed development fails to make provision for the following:</p> <ul style="list-style-type: none"> • Affordable Housing, • Ecological Mitigation (including BNG Biodiversity Off Setting), • Financial Contributions towards Fire Hydrants, Public Transport Facilities, amending Traffic Regulation Orders, Tree Planting, Training and Employment Initiatives, • Management and Maintenance of on-site Public Open Space, • Travel Plan Audit Fee and contribution, • Highway works including cycle and pedestrian works though Bonville Trading Estate. <p>These are required in order to mitigate the impacts of the development. The proposal is therefore contrary to policies BCS10, BCS11 and BCS17 of the Bristol Local Plan: Core Strategy (2011) policies DM15, DM16, DM17, DM19, DM23 of the Bristol Local Plan: Development Management Policies (2014) and the Planning Obligations SPD (Adopted 2012).</p>

Item 2: - Former School Site New Fosseway Road Bristol BS14 9LN

Para no.	Amendment/additional information
87	Paragraph 87 erroneously refers to the Bristol North part of BCS17 applying to the site. The site is within the Bristol South area. The requirement to provide 30% affordable housing remains the same and no change is required to the assessment.
118	Paragraph 118 is incomplete. It should state: 12 metres should be provided between existing windows and any blank elevation (i.e. a wall with no windows in it).
157	<p>The following list of conditions is proposed to be attached to any permission.</p> <p><u>Time limits for commencement of development</u></p> <p>1. Reserved Matters</p> <p>Approval of the details of the layout, form, scale, appearance and landscaping (hereinafter called "the reserved matters") shall be obtained from the council in writing before any development is commenced.</p> <p>Reason: This is outline permission only and these matters have been reserved for the subsequent approval of the Local Planning Authority.</p> <p>2. Outline Permission</p> <p>Application for approval of the reserved matters shall be made to the council before the expiration of 3 years from the date of this permission. The development hereby permitted shall begin not later than the expiration of 2 years from the date of approval of the last of the reserved matters to be approved.</p>

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	<p>Reason: As required by Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.</p> <p><u>Pre-commencement conditions</u></p> <p>3. Site Specific Construction Environmental Management Plan</p> <p>No development shall take place until a site specific Construction Environmental Management Plan has been submitted to and been approved in writing by the Council. The plan must demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting. The plan should include, but not be limited to:</p> <ul style="list-style-type: none"> • Procedures for maintaining good public relations including complaint management, public consultation and liaison • Arrangements for liaison with the Council’s Pollution Control Team • All works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed with the Local Planning Authority, shall be carried out only between the following hours: 08 00 Hours and 18 00 Hours on Mondays to Fridays and 08 00 and 13 00 Hours on Saturdays and; at no time on Sundays and Bank Holidays. • Deliveries to and removal of plant, equipment, machinery and waste from the site must only take place within the permitted hours detailed above. • Mitigation measures as defined in BS 5528: Parts 1 and 2: 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works. • Procedures for emergency deviation of the agreed working hours. • Bristol City Council encourages all contractors to be ‘Considerate Contractors’ when working in the city by being aware of the needs of neighbours and the environment. • The measures set out with Appendix D of the approved Air Quality Assessment (January 2022) • Control measures for dust and other air-borne pollutants. This must also take into account the need to protect any local resident who may have a particular susceptibility to air-borne pollutants. • Measures for controlling the use of site lighting whether required for safe working or for security purposes. • Measures to avoid offences against legally protected and priority species during construction, including site clearance and demolition. • Provision for the appointment of an Ecological Clerk of Works (ECoW) to undertake site visits and to supervise sensitive operations. <p>Where considered to be required by the project ecologist, the CEMP shall be supplemented by a Method Statement for a Preliminary Method of Working (MS-</p>

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	<p>PMW) to avoid accidental harm being caused to any protected, priority or notable habitats or species. The development shall be carried out in full accordance with the approved details, or any amendments agreed in writing by Bristol City Council.</p> <p>The approved CEMP shall be adhered to throughout the construction of the development hereby approved.</p> <p>Reason: In the interests of the amenities of surrounding occupiers during the construction of the development and to accord with the 1981 Wildlife & Countryside Act (as amended); the 1996 Wild Mammals Protection Act; the 2017 Habitats Regulations; the 2006 NERC Act; the 2006 Animal Welfare Act; and the 1992 Protection of Badgers Act.</p> <p>4. Approval of road works necessary</p> <p>No development shall take place (excluding site clearance and demolition) until general arrangement plan(s) to a scale of 1:200 showing the following works to the adopted highway has been submitted to and approved in writing by the Local Planning Authority. (as indicated in principle on plans 70079041-WSP-GA-002_P06, and 70079041-WSP-GA-001_P04)</p> <ul style="list-style-type: none"> • Vehicular crossover at Petherton Road • Raised Speed Table at New Fosseyway Road • Refurbished footways and vehicular crossover at new access in New Fosseyway Road • Keep Clear marking on New Fosseyway Road • Consolidation of waiting restrictions in New Fosseyway Road • Street lighting in vicinity of accesses in Petherton Road and New Fosseyway Road • Associated ancillary works <p>Where applicable indicating proposals for:</p> <ul style="list-style-type: none"> • Existing levels of the finished highway tying into building threshold levels • Alterations to waiting restrictions or other Traffic Regulation Orders to enable the works • Signing, street furniture, street trees and pits • Structures on or adjacent to the highway • Extent of any stopping up, diversion or dedication of new highway (including all public rights of way shown on the definitive map and statement) <p>No development shall take place over the route of any public right of way prior to the confirmation of a Town & Country Planning Act 1990 path diversion/stopping up order.</p> <p>Prior to occupation these works shall be completed to the satisfaction of the Highway Authority and approved in writing by the Local Planning Authority.</p> <p>Reason: In the interests of public safety and to ensure that all road works associated with the proposed development are: planned; approved in good time (including any</p>

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	<p>statutory processes); undertaken to a standard approved by the Local Planning Authority and are completed before occupation.</p> <p>5. Estate Street Phasing and Completion Plan</p> <p>No development shall take place (excluding site clearance and demolition) until an estate street phasing and completion plan has been submitted to and approved in writing by the Local Planning Authority. The estate street phasing and completion plan shall set out the development phases and completion sequence that estate streets serving each phase of the development will be completed. The development shall then be carried out in accordance with the approved estate street phasing and completion plan.</p> <p>Reason: To ensure the phasing and completion of estate streets serving the development are completed.</p> <p>6. Highway Condition Survey</p> <p>NB: Add relevant advice I052</p> <p>No development shall take place (including investigation work, demolition, siting of site compound/welfare facilities) until a survey of the condition of the adopted highway has been submitted to and approved in writing by the Local Planning Authority. The extent of the area to be surveyed must be agreed by the Highways Authority prior to the survey being undertaken. The survey must consist of:</p> <ul style="list-style-type: none"> • A plan to a scale of 1:1000 showing the location of all defects identified; • A written and photographic record of all defects with corresponding location references accompanied by a description of the extent of the assessed area and a record of the date, time and weather conditions at the time of the survey. <p>No building or use hereby permitted shall be occupied or the use commenced until any damage to the adopted highway has been made good to the satisfaction of the Highway Authority.</p> <p>Reason: To ensure that any damage to the adopted highway sustained throughout the development process can be identified and subsequently remedied at the expense of the developer.</p> <p>7. Protection of Retained Trees during the Construction Period</p> <p>No work of any kind shall take place on the site until the protective barriers have been erected around the retained trees, in the position and to the specification shown on Drawing ref. 154397_NF_P_007 Revision D: Tree Protection and Removal Parameter Plan (Stride Treglown, March 2022). Once installed photos should be sent to the Local Authority Case Officer, to be verified in writing by the Tree Officer. The Local Planning Authority shall be given not less than two weeks prior written notice by the developer of the commencement of works on the site in order that the council may verify in writing that the approved tree protection measures are in place</p>

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	<p>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.</p> <p>Under no circumstances should the tree protection be moved during the period of the development and until all works are completed and all materials and machinery are removed. Landscaping works within protected areas is to be agreed with the Local Planning Authority and carried out when all other construction and landscaping works are complete.</p> <p>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 in line with Policy DM17.</p> <p>8. Arboricultural method statement – During construction</p> <p>All works within the root protection area of retained trees, including the installation of the removal of hardstanding and kerb-stones, installation of new kerb-stones and re-installation of tree protection fencing must follow the detailed methodology with the approved Arboricultural Report (WSP, January 2022) and drawing ref. 154397_NF_P_007 Revision D: Tree Protection and Removal Parameter Plan (Stride Treglown, March 2022)</p> <p>. In the instance that major roots are found then further consultation with an arboriculturist will be required, any changes to the specified methodology must be agreed in writing by the local planning authority.</p> <p>Reason: To protect the retained tree from damage during construction and in recognition of the contribution which the retained tree gives and will continue to give to the amenity of the area.</p> <p>9. To ensure implementation of a programme of archaeological works</p> <p>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.</p> <p>The scheme of investigation shall include an assessment of significance and research questions; and:</p> <ol style="list-style-type: none"> 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

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	<p>4. Provision to be made for publication and dissemination of the analysis and records of the site investigation</p> <p>5. Provision to be made for archive deposition of the analysis and records of the site investigation</p> <p>6. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.</p> <p>Reason: To ensure that archaeological remains and features are recorded prior to their destruction.</p> <p>10. Public Art Plan</p> <p>Prior to commencement of the relevant part of the works, a public art plan written by a public art producer shall be submitted to and approved in writing by the local planning authority. This shall include information on the commissioning of artists and/or an art consultant, a programme of public engagement and a timetable for the delivery of public art.</p> <p>The delivery of public art shall then be carried out in accordance with the details and the timetable set out within the approved public art plan.</p> <p>Reason: To ensure that culture and public art is embedded within the development to create a high quality environment in accordance with Policy BCS21.</p> <p>11. Sound insulation</p> <p>Prior to the relevant part of the works, a detailed scheme of noise insulation measures for all residential accommodation shall be submitted to and approved in writing by the Local Planning Authority. This scheme shall also include details of ventilation.</p> <p>The scheme of noise insulation measures shall take into account the recommendations detailed in the approved Noise Impact Assessment (WSP, February 2022) with the application and the provisions of BS 8233: 2014 "Guidance on sound insulation and noise reduction for buildings".</p> <p>The approved details shall be implemented in full prior to the commencement of the use permitted and be permanently maintained.</p> <p>Reason: In the interests of protecting the residential amenity of adjoining occupiers and future residents onsite.</p> <p>12. Internal Access Roads and Transport Measures – Key Elements</p> <p>Each subsequent Reserved Matters application shall include the following in respect of transport and highways and in relation to the internal roads:</p> <ul style="list-style-type: none"> • A plan showing swept path analysis for all carriageways to demonstrate that an 11.4m long RCV can pass a 4.98m long large saloon car travelling in the opposite direction.

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	<ul style="list-style-type: none"> • A plan showing appropriate forward visibility splays (based on actual bend radii and 20mph) throughout the inside of all carriageway bends. These must be plotted on a plan at a scale of 1:200. • A plan showing vehicular visibility splays of 2.4m x 25m (based on 20mph) at all junctions. • Speed reduction measures for any effective straights longer than 40m. • Cross and long sections with spot heights and gradients for the carriageways/shared surfaces. Road gradients must be no steeper than 1:20, with a minimum gradient of 1:100 to ensure positive drainage. Footways must be designed with a longitudinal gradient no steeper than 1:12. • A plan showing all areas to be put forward for adoption. • A plan showing the provision of up to 212 unallocated car parking spaces. • A plan showing the details of secure cycle parking. • A plan showing the solutions for the storage and collection of refuse and recycling. <p>Reason: To ensure that the internal access roads can be adopted and that development does not unacceptably affect highway safety.</p> <p>13. Layout and Scale – Key Elements</p> <p>Each subsequent Reserved Matters application shall include the following in respect of layout and scale:</p> <ul style="list-style-type: none"> • Plans demonstrating compliance with the following approved Parameter Plans (Stride Treglown, March 2022): <ul style="list-style-type: none"> ○ 154397_NF_P_002 Revision D: Site Structure Parameter Plan ○ 154397_NF_P_003 Revision D: Building Types and Uses Parameter Plan ○ 154397_NF_P_004 Revision D: Building Heights Parameter Plan ○ 154397_NF_P_005 Revision D: Access and Movement Parameter Plan ○ 154397_NF_P_006 Revision D: Landscape – Green and Blue Infrastructure Parameter Plan ○ 154397_NF_P_007 Revision D: Tree Protection and Removal Parameter Plan • Plans demonstrating the accordance with the following principles set out in the approved Design and Access Statement (Stride Treglown, March 2022) <p>Reason: To ensure that the appearance of the development is satisfactory and that there are no unacceptable impacts upon design, amenity, landscape or ecology.</p>

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	<p data-bbox="312 248 1059 286">14. Ecology and Nature Conservation – Key Elements</p> <p data-bbox="312 344 1410 412">Each subsequent Reserved Matters application shall include the following in respect of ecology and nature conservation for approval:</p> <ul data-bbox="360 416 1417 1137" style="list-style-type: none"> <li data-bbox="360 416 1342 483">• An update walkover survey of the site undertaken by a suitably qualified ecologist and an update of the Ecological Impact Assessment (EclA). <li data-bbox="360 488 1417 808">• A revised Biodiversity Net Gain Assessment (BNGA) based on the finalised proposals, prepared by a suitably qualified ecological consultant and submitted to and approved in writing by Bristol City Council. The Assessment shall employ Natural England’s Biodiversity Metric, as previously advised. Detailed spreadsheet calculations should be submitted in support of the Assessment, together with condition assessment sheets and habitat maps (baseline and post-development). Full account shall be taken of trees losses and tree condition shall be assessed according to ecological rather than arboricultural value. <li data-bbox="360 813 1417 992">• A Landscape & Ecological Management Plan (LEMP) which addresses features of interest, objectives, management compartments and prescriptions, a work schedule (including a 30-year annual work plan), resourcing (including a financial budget or funding agreement) and ecological monitoring. <li data-bbox="360 996 1417 1137">• An Ecological Mitigation & Enhancement Strategy (EMES). This shall include details of the provision of bird, bat, insect and hedgehog* boxes. The location, specification, height and orientation of these features shall be shown on a site plan. <p data-bbox="312 1178 1404 1346">The updated EclA shall confirm (or otherwise) that there has been no significant change to the site since the Ecological Impact Assessment undertaken in February 2022 and that further surveys for protected, priority or locally notable species or habitats are not required. The walkover survey shall also confirm (or otherwise) that invasive, non-native plant species are absent from the site.</p> <p data-bbox="312 1379 1374 1447">The development hereby approved shall be carried out in full accordance with the above documents approved in writing by Bristol City Council.</p> <p data-bbox="312 1480 1422 1615">Reason: To ensure legal and policy compliance with regard to valued ecological species and habitats as well as to invasive plant species. To conserve biodiversity by securing ecological enhancement in accordance with the revised National Planning Policy Framework (paragraph 174).</p> <p data-bbox="312 1648 863 1686">15. Soft and Hard Landscaping Scheme</p> <p data-bbox="312 1742 1410 1944">Each subsequent Reserved Matters application shall include details of landscaping treatment of all parts on the site not covered by buildings shall for approval in writing by the Local Planning Authority. The site shall be landscaped strictly in accordance with the approved details in the first planting season after completion or first occupation of the development, whichever is the sooner. The landscaping scheme shall be designed and completed in accordance with:</p> <ul data-bbox="360 1948 1398 2016" style="list-style-type: none"> <li data-bbox="360 1948 1398 2016">• 154397_NF_P_006 Revision D: Landscape – Green and Blue Infrastructure Parameter Plan (Stride Treglown, March 2022)

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	<ul style="list-style-type: none"> • 154397_NF_P_007 Revision D: Tree Protection and Removal Parameter Plan (Stride Treglown, March 2022) • Arboricultural Report (WSP, January 2022) • The Bristol Tree Replacement Standard, as set out in Policy DM17. <p>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.</p> <p>Reason: Required to safeguard and enhance the character and amenity of the area, to provide ecological, environmental and bio-diversity benefits and to maximise the quality and usability of open spaces within the development, and to enhance its setting within the immediate locality in accordance with DM15 and DM17.</p> <p>16. Sustainability</p> <p>Each subsequent Reserved Matters application shall include an updated Sustainability Statement and Energy Statement demonstrating accordance with the approved Energy (and Sustainability Statements (WSP, January 2022). The updated Statement(s) shall demonstrate a minimum 20% saving in CO2 emissions through energy efficiency measures and on-site renewable energy generation and shall include an assessment of potential overheating.</p> <p>This Statement shall include an overheating risk assessment (based on a recognised methodology and criteria such as C.I.B.S.E TM52/ TM59, or equivalent, against weather files to 2080, based on a medium emissions, 50th percentile scenario), together with details of mitigation measures (without increase to the energy use of the development and carbon dioxide emissions) in the event that the overheating risk assessment identifies risks for any units/rooms.</p> <p>Passive measures will be considered at design stage including design of facades to allow for effective ventilation, the inclusion of external shading where possible and the use of natural features/green infrastructure to mitigate risks</p> <p>The approved measures must then be implemented prior to the first occupation of the development hereby approved to the satisfaction of the Local Planning Authority.</p> <p>Reason: To ensure the development incorporates sustainable design and construction methodology.</p> <p>17. BREEAM Communities</p> <p>Each subsequent Reserved Matters application shall include a BREEAM Communities Step 2 and Step 3 Assessment which shall accord with the approved BREEAM Communities Step 1 Report (WSP, January 2022). The BREEAM Communities Assessment shall demonstrate that the development is targeting a ‘Pass’ score.</p> <p>Reason: To ensure the development is built in a sustainable manner.</p>

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	<p>18. SUDS</p> <p>Each subsequent Reserved Matters application shall include a detailed Sustainable Drainage Strategy in accordance with the approved Drainage Strategy (WSP, January 2022). The Strategy shall include infiltration testing, the detailed design, management and maintenance plan of surface water drainage for the site using SuDS methods.</p> <p>The end outlet point of the SuDS strategy will need to be in accordance with the Wessex Water sewer connection requirements.</p> <p>The approved drainage system shall be implemented in accordance with the approved Sustainable Drainage Strategy prior to the use of the building commencing and maintained thereafter for the lifetime of the development.</p> <p>Reason: To prevent the increased risk of flooding by ensuring the provision of a satisfactory means of surface water disposal is incorporated into the design and the build and that the principles of sustainable drainage are incorporated into this proposal and maintained for the lifetime of the proposal.</p> <p><u>Pre-occupation Conditions</u></p> <p>19. Reporting of Unexpected Contamination</p> <p>In the event that contamination is found at any time that had not previously been identified when carrying out the approved development, it must be reported immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the Environment Agency's 'Land Contamination: risk management' guidance and BS 10175:2011 + A2:2017: Investigation of Potentially Contaminated Sites - Code of Practice. Where remediation is necessary a remediation scheme must be prepared which ensures 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.</p> <p>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. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.</p> <p>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. This is in line with paragraph 170 of the National Planning Policy Framework.</p> <p>20. To secure the conduct of a watching brief during development groundworks</p>

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	<p>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 13.</p> <p>Reason: To record remains of archaeological interest before destruction.</p> <p>21. Completion of Vehicular Access – Shown on approved plans</p> <p>No building or use hereby permitted shall be occupied or 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 for the lifetime of the development. Any access point opening onto the adopted highway shall include suitable drainage provision within the curtilage of the site, to prevent the discharge of any surface water onto the adopted highway.</p> <p>Reason: To ensure that the vehicular access point is safe and includes adequate drainage.</p> <p>22. Completion of Pedestrians/Cyclists Access – Shown on approved plans</p> <p>No building or use hereby permitted shall be occupied or the use commenced until the means of access for pedestrians and/or cyclists have been constructed in accordance with the approved plans and shall thereafter be retained for access purposes only.</p> <p>Reason: In the interests of highway safety.</p> <p>23. Electric Vehicle Charging Points</p> <p>No building or use hereby permitted shall be commenced until details of Electrical Vehicle Charging infrastructure, management plan and phasing for implementation has been submitted to and approved in writing by the Local Planning Authority. This shall include details of the following:</p> <ul style="list-style-type: none"> • Final Layout • Number and location of EV parking spaces • Number and location of EV charging points • Type of EV charging points (fast, rapid) • Indicative locations for feeder pillars and protective infrastructure • Evidence of power supply from WPD (to ensure substation capacity is adequate) • Indicative location of substation (where required) • Indicative cable routing

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	<ul style="list-style-type: none"> • Management plan outlining proposed management of spaces, charging network and infrastructure • Electrical Layout and Schematic Design • Feeder Pillar Design/Electrical Layout/Schematic Layout Designs <p>The Electric Vehicle Charging Points and management strategy as approved shall be implemented prior to occupation / as per the agreed phasing plan and retained in that form thereafter for the lifetime of the development.</p> <p>Reason: To promote sustainable travel, aid in the reduction of air pollution levels and help mitigate climate change.</p> <p>24. Travel Plan –</p> <p>No building or use hereby permitted shall be occupied or 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 (in accordance with the Framework Residential Travel Plan (NFTP1, 31/01/2022), submitted to and approved in writing by the Local Planning Authority. The approved Travel Plan shall be implemented, monitored and reviewed in accordance with the agreed Travel Plan Targets to the satisfaction of the council.</p> <p>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.</p> <p>25. Car Club</p> <p>No building or use hereby permitted shall be occupied or use commenced until details of a car club scheme, in accordance with a contract to be entered into by the developer and an approved car club provider, shall be submitted to and approved in writing by the Local Planning Authority. The car club scheme shall comprise:</p> <ul style="list-style-type: none"> • The allocation of one car club parking space(s) and vehicle • Provision of car club membership for all eligible residents of the development for a minimum of three years • Promotion of the scheme • The phasing at which the scheme will be introduced <p>Reason: In order to reduce the need for excessive car ownership.</p> <p>26. Management and Maintenance of Petherton Road Access</p> <p>NB: Add relevant advice I054</p> <p>No building or use hereby permitted shall be occupied or use commenced until details of arrangements for the future management and maintenance of proposed carriageways, footways, footpaths and landscaped areas not put forward for adoption within the site has been submitted to and approved in writing by the Local Planning Authority. Following occupation of the first dwelling on the site, the streets</p>

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	<p>shall be maintained in accordance with the approved management and maintenance details.</p> <p>Reason: To ensure that all private streets and landscaped areas are appropriately managed and maintained to ensure the safety of all users.</p> <p>27. Permissive Routes</p> <p>No building or use hereby permitted shall be occupied or use commenced until details of how the permissive route from Petherton Road will be kept open, free from any obstruction, in a safe condition for use by members of the public 364 days of the year and clearly marked to indicate that there is no indication to dedicate as part of the adopted highway, has been submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To ensure the provision of an unrestricted and safe route for the use of members of the public.</p> <p>28. Artificial Lighting (external)</p> <p>No building or use hereby permitted shall be occupied or use commenced until a report detailing the lighting scheme and predicted light levels at neighbouring residential properties has been submitted to and been approved in writing by the Local Planning Authority.</p> <p>Artificial lighting to the development must not exceed the maximum values of vertical illuminance on premises as detailed in table 3 of the Institute of Light Engineers Guidance Note 01/21 The Reduction of Obtrusive Lighting https://theilp.org.uk/publication/guidance-note-1-for-the-reduction-of-obtrusive-light-2021/</p> <p>Reason: In the interests of protecting residential amenity.</p> <p>29. Noise from plant and equipment</p> <p>No commencement of use shall take place until an assessment to show that the rating level of any plant & equipment, as part of this development, will be at least 5 dB below the background level has been submitted to and been approved in writing by the Local Planning Authority.</p> <p>The assessment must be carried out by a suitably qualified acoustic consultant/engineer and be in accordance with BS 4142:2014+A1:2019 Methods for rating and assessing industrial and commercial sound.</p> <p>Reason: In the interests of protecting residential amenity.</p> <p><u>Post occupation management</u></p> <p>30. Affordable Housing</p>

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	<p>The development hereby approved will provide a minimum 30% of its units as affordable housing in perpetuity.</p> <p>Reason: To ensure that the proposed development provides a sufficient level of affordable housing, in accordance with Policy BCS17.</p> <p>31. Noise from plant & equipment affecting residential</p> <p>The rating level of any noise generated by plant & equipment as part of the development shall be at least 5 dB below the pre-existing background level as determined by BS 4142:2014+A1:2019 Methods for rating and assessing industrial and commercial sound.</p> <p>Reason: In the interests of protecting residential amenity.</p> <p>32. Use of Refuse and Recycling facilities (Class E, F1 and F2 uses)</p> <p>Activities relating to the collection of refuse and recyclables and the tipping of empty bottles into external receptacles shall only take place between 08.00 and 20.00 Monday to Saturday and not at all on Sundays or Bank Holidays.</p> <p>Reason: In the interests of protecting residential amenity.</p> <p>33. Deliveries (Class E, F1 and F2 uses)</p> <p>Activities relating to deliveries shall only take place between 08.00 and 20.00 Monday to Saturday and not at all on Sundays or Bank Holidays.</p> <p>Reason: In the interests of protecting residential amenity.</p> <p>34. Opening Times (Class E uses)</p> <p>08.00 to 23.00</p> <p>Reason: In the interests of protecting residential amenity.</p> <p><u>List of approved plans</u></p> <p>35. List of Approved Plans and Drawings</p> <p>The development shall conform in all aspects with the plans and details shown in the application as listed below, unless variations are agreed by the Local Planning Authority in order to discharge other conditions attached to this decision.</p> <p>154397_NF_P_002 Revision D: Site Structure Parameter Plan 154397_NF_P_003 Revision D: Building Types and Uses Parameter Plan 154397_NF_P_004 Revision D: Building Heights Parameter Plan 154397_NF_P_005 Revision D: Access and Movement Parameter Plan 154397_NF_P_006 Revision D: Landscape – Green and Blue Infrastructure Parameter Plan 154397_NF_P_007 Revision D: Tree Protection and Removal Parameter Plan</p>

Para no.	Amendment/additional information
	<p>70079041-WSP-GA-001_P04: New Fosseway - Proposed southern site access junction concept layout (19/10/2022)</p> <p>70079041-WSP-GA-002_P06: New Fosseway - Northern site access junction (pedestrian, cycle & emergency access). Concept layout (19/10/2022)</p> <p>Stage 1 Road Safety Audit Response Report and Proposed Access Junction Plans (21/10/2022)</p> <p>Transport Assessment (TA 01) (January 2022)</p> <p>Framework Residential Travel Plan (NFTP1) (31/01/2022)</p> <p>Air Quality Assessment (January 2022)</p> <p>Arboricultural Report (70079041_AB_RPT_01.1) (January 2022)</p> <p>Biodiversity Net Gain Assessment (January 2022)</p> <p>BREEAM Communities Step 1 Report (70079041-BR1) (January 2022)</p> <p>Broadband Connectivity Assessment (70079041-WSP-NF-ZZ-RP-IT-001) (January 2022)</p> <p>Drainage Strategy (70079041-WSP-NF-XX-RP-D-00001) (27/01/2022)</p> <p>Ecological Impacts Assessment Report (70079041) (February 2022)</p> <p>Energy and Sustainability Statement (70079041_ES1) (January 2022)</p> <p>Flood Risk Assessment (NF_FRA_001) (January 2022)</p> <p>Interpretative Report on Site Investigation (728195) (October 2013)</p> <p>Noise Impact Assessment (70079041-WSP-NF-ZZ-RP-AC-001) February 2022)</p> <p>Phase 2 Geo-environmental and Geotechnical Assessment (70079041-019) (January 2022)</p> <p>Preliminary Risk Assessment (70079041-019) (January 2022)</p> <p>Utility Statement (70079041-WSP-NF-XX-RP-D-00002) (18/01/2022)</p> <p>Planning, Design and Access Statement (March 2022)</p> <p>Reason: For the avoidance of doubt.</p>

Item 3: - Land At Derby Street Car Park Derby Street Bristol BS5 9PH

Page no.	Amendment/additional information
	No amendments

Item 4: - 29 Hobhouse Close Bristol BS9 4LZ

Page no.	Amendment/additional information
2	In total, 93 number of comments have been received

Item 5: - 2 Birchwood Road Bristol BS4 4QH

Page no.	Amendment/additional information
	No amendments