

Development Control B Committee Annual Meeting Agenda



Date: Wednesday, 10 May 2023

Time: 2.00 pm

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

Members of the public attending meetings or taking part in Public Forum are advised that all Development Control meetings are filmed for live or subsequent broadcast via the council's webcasting pages. The whole of the meeting is filmed (except where there are confidential or exempt items) and the footage will be available for two years.

If you ask a question or make a representation, then you are likely to be filmed and will be deemed to have given your consent to this. If you do not wish to be filmed you need to make yourself known to the webcasting staff. However, the Openness of Local Government Bodies Regulations 2014 now means that persons attending meetings may take photographs, film and audio record the proceedings and report on the meeting (Oral commentary is not permitted during the meeting as it would be disruptive). Members of the public should therefore be aware that they may be filmed by others attending and that is not within the council's control.

Councillors: Ani Stafford-Townsend (Chair), Chris Windows (Vice-Chair), Lesley Alexander, Amal Ali, Fabian Breckels, Sarah Classick, Lorraine Francis, Katja Hornchen and Guy Poultney

Copies to: Gary Collins, Matthew Cockburn, Norman Cornthwaite, Allison Taylor (Democratic Services Officer), Jeremy Livitt, Rachael Dando, David Fowler (Members' Office Manager (Conservative)), Stephen Fulham, Paul Shanks, Stephen Peacock (Chief Executive), Philippa Howson and John Smith (Executive Director: Growth & Regeneration)

Issued by: Jeremy Livitt, Democratic Services
City Hall, PO Box 3399, Bristol, BS1 9NE
E-mail: democratic.services@bristol.gov.uk

Date: Friday 28th April 2023



Agenda

1. Welcome, Introduction and Safety Information

2.00 pm

(Pages 6 - 9)

2. Confirmation of Chair

Subject to confirmation at Tuesday 9th May 2023 meeting of Full Council AGM, Councillor Ani Stafford-Townsend is confirmed as Chair of the Development Control B Committee for 2023/24 Municipal Year.

3. Confirmation of Vice-Chair

Subject to confirmation at Tuesday 9th May 2023 meeting of Full Council AGM, Councillor Chris Windows is appointed as Vice-Chair for Development Control B Committee for 2023/24 Municipal Year.

4. Membership of the Committee

Subject to confirmation of the Chair and Vice-Chair at the 9th May 2023 Full Council AGM, the membership of the Committee for 2023/24 Municipal Year is as follows:

Councillor Ani Stafford-Townsend (Chair)
Councillor Chris Windows (Vice-Chair)
Councillor Lesley Alexander
Councillor Amal Ali
Councillor Fabian Breckels
Councillor Sarah Classick
Councillor Lorraine Francis
Councillor Katja Hornchen
Councillor Guy Poultney

5. Terms of Reference

The Committee is requested to note the attached Terms of Reference which are scheduled to be approved by Full Council AGM at their meeting at 2pm on Tuesday 9th May 2023.

(Pages 10 - 12)

6. Proposed Dates of Future Meetings

The Committee is requested to consider the following proposed dates of future



meetings for the remainder of the 2023/24 Municipal Year as follows:

(all on Wednesdays and alternating between 2pm and 6pm as per existing convention unless indicated)

2pm on 10th May 2023 – Annual Meeting

6pm on Tuesday 13th June 2023

2pm on 19th July 2023

6pm on 6th September 2023

2pm on 18th October 2023

6pm on 29th November 2023

2pm on 10th January 2024

6pm on 21st February 2024

2pm on 10th April 2024

7. Apologies for Absence

8. Declarations of Interest

To note any interests relevant to the consideration of items on the agenda.

Any declarations of interest made at the meeting which are not on the register of interests should be notified to the Monitoring Officer for inclusion.

9. Minutes of the previous meeting held on 5th April 2023

To agree the minutes of the last meeting as a correct record.

(Pages 13 - 19)

10. Action Sheet

The Committee is requested to note any outstanding actions listed on the rolling Action Sheet for DCB Committee.

(Page 20)

11. Appeals

To note appeals lodged, imminent public inquiries and appeals awaiting decision.

(Pages 21 - 30)



12. Enforcement

To note enforcement notices.

(Page 31)

13. 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:

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 Wednesday 3rd May 2023.**

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 Noon on Tuesday 9th May 2023.**

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 IF YOU WISH TO SPEAK AT THE COMMITTEE, YOU ARE REQUESTED TO INDICATE THIS WHEN SUBMITTING YOUR STATEMENT OR PETITION. ALL REQUESTS TO SPEAK MUST BE ACCOMPANIED BY A WRITTEN STATEMENT.

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.

14. Planning and Development

To consider the following applications for Development Control Committee B -

(Page 32)

a) **21/03767/F - 102 Gloucester Road, Bishopston**

(Pages 33 - 90)



- b) **22/02345/F - Inns Court Space, Hartcliffe Way
WITHDRAWN FROM AGENDA** (Pages 91 - 113)
- c) **22/06080/FB - Capricorn Place** (Pages 114 - 135)
- d) **22/05943/X - Metro Bus AVTM WITHDRAWN FROM
AGENDA** (Pages 136 - 155)

15. Date of Next Meeting

Subject to agreement under Agenda Item 6, the next meeting is scheduled to be held at 6pm on Tuesday 13th June 2023 in the Council Chamber, College Green, Bristol.



Public Information Sheet

Inspection of Papers - Local Government (Access to Information) Act 1985

You can find papers for all our meetings on our website at www.bristol.gov.uk.

Public meetings

Public meetings including Cabinet, Full Council, regulatory meetings (where planning and licensing decisions are made) and scrutiny will now be held at City Hall.

Members of the press and public who plan to attend City Hall are advised that you may be asked to watch the meeting on a screen in another room should the numbers attending exceed the maximum occupancy of the meeting venue.

COVID-19 Prevention Measures at City Hall (June 2022)

When attending a meeting at City Hall, the following COVID-19 prevention guidance is advised:

- promotion of good hand hygiene: washing and disinfecting hands frequently
- while face coverings are no longer mandatory, we will continue to recommend their use in venues and workplaces with limited ventilation or large groups of people.
- although legal restrictions have been removed, we should continue to be mindful of others as we navigate this next phase of the pandemic.

COVID-19 Safety Measures for Attendance at Council Meetings (June 2022)

We request that no one attends a Council Meeting if they:

- are required to self-isolate from another country
- are suffering from symptoms of COVID-19 or
- have tested positive for COVID-19

Other formats and languages and assistance for those with hearing impairment

You can get committee papers in other formats (e.g. large print, audio tape, braille etc) or in community languages by contacting the Democratic Services Officer. Please give as much notice as possible. We cannot guarantee re-formatting or translation of papers before the date of a particular meeting.

Committee rooms are fitted with induction loops to assist people with hearing impairment. If you require any assistance with this please speak to the Democratic Services Officer.



Public Forum

Members of the public may make a written statement ask a question or present a petition to most meetings. Your statement or question will be sent to the Committee Members and will be published on the Council's website before the meeting. Please send it to democratic.services@bristol.gov.uk.

The following requirements apply:

- The statement is received no later than **12.00 noon on the working day before the meeting** and is about a matter which is the responsibility of the committee concerned.
- The question is received no later than **5pm three clear working days before the meeting**.

Any statement submitted should be no longer than one side of A4 paper. If the statement is longer than this, then for reasons of cost, it may be that only the first sheet will be copied and made available at the meeting. For copyright reasons, we are unable to reproduce or publish newspaper or magazine articles that may be attached to statements.

By participating in public forum business, we will assume that you have consented to your name and the details of your submission being recorded and circulated to the Committee and published within the minutes. Your statement or question will also be made available to the public via publication on the Council's website and may be provided upon request in response to Freedom of Information Act requests in the future.

We will try to remove personal and identifiable information. However, because of time constraints we cannot guarantee this, and you may therefore wish to consider if your statement contains information that you would prefer not to be in the public domain. Other committee papers may be placed on the council's website and information within them may be searchable on the internet.

During the meeting:

- Public Forum is normally one of the first items on the agenda, although statements and petitions that relate to specific items on the agenda may be taken just before the item concerned.
- There will be no debate on statements or petitions.
- The Chair will call each submission in turn. When you are invited to speak, please make sure that your presentation focuses on the key issues that you would like Members to consider. This will have the greatest impact.
- Your time allocation may have to be strictly limited if there are a lot of submissions. **This may be as short as one minute.**
- If there are a large number of submissions on one matter a representative may be requested to speak on the groups behalf.
- If you do not attend or speak at the meeting at which your public forum submission is being taken your statement will be noted by Members.
- Under our security arrangements, please note that members of the public (and bags) may be searched. This may apply in the interests of helping to ensure a safe meeting environment for all attending.



- As part of the drive to reduce single-use plastics in council-owned buildings, please bring your own water bottle in order to fill up from the water dispenser.

For further information about procedure rules please refer to our Constitution <https://www.bristol.gov.uk/how-council-decisions-are-made/constitution>

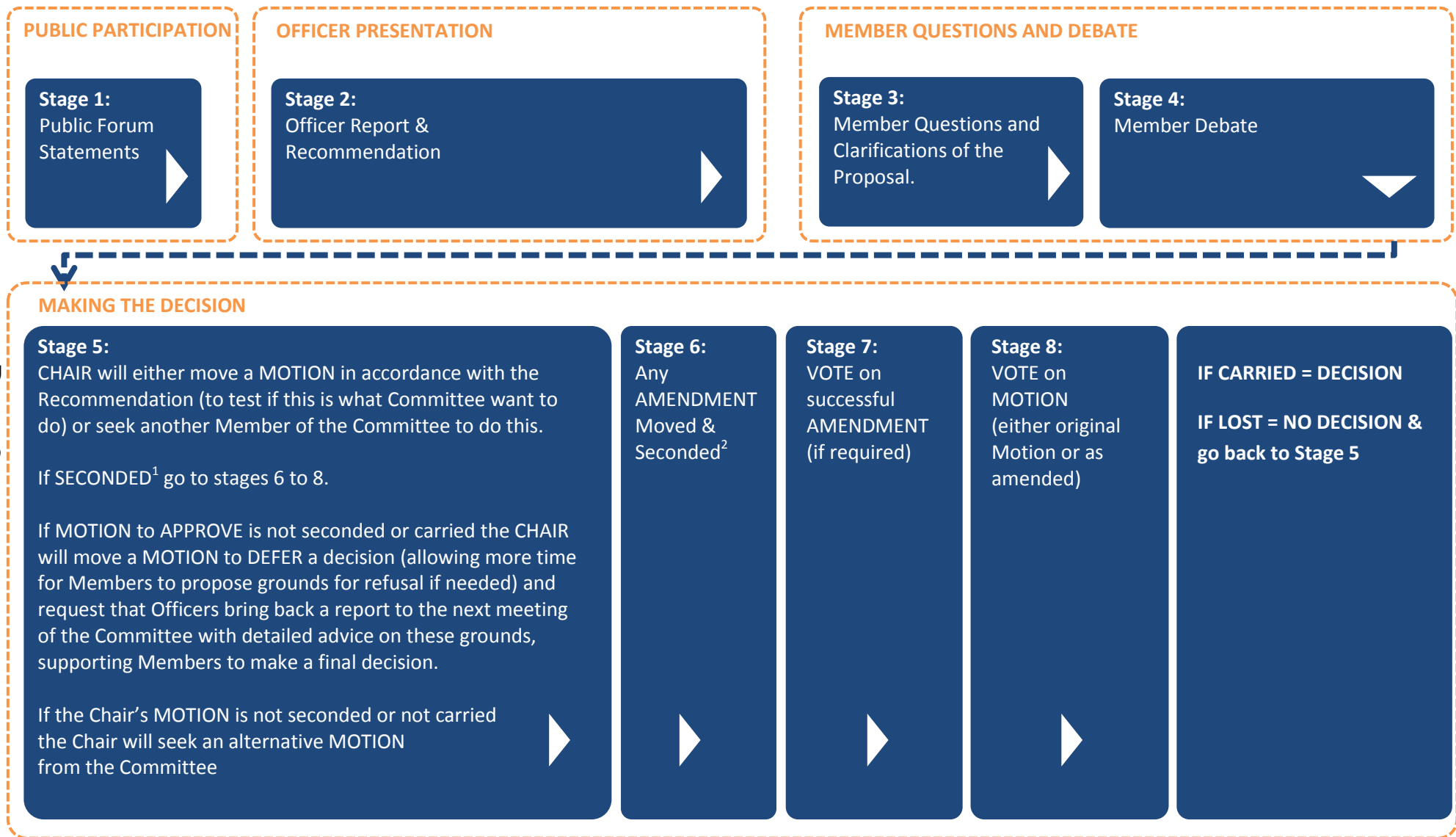
Webcasting/ Recording of meetings

Members of the public attending meetings or taking part in Public forum are advised that all Full Council and Cabinet meetings and some other committee meetings are now filmed for live or subsequent broadcast via the council's [webcasting pages](#). The whole of the meeting is filmed (except where there are confidential or exempt items). If you ask a question or make a representation, then you are likely to be filmed and will be deemed to have given your consent to this. If you do not wish to be filmed you need to make yourself known to the webcasting staff. However, the Openness of Local Government Bodies Regulations 2014 now means that persons attending meetings may take photographs, film and audio record the proceedings and report on the meeting (Oral commentary is not permitted during the meeting as it would be disruptive). Members of the public should therefore be aware that they may be filmed by others attending and that is not within the council's control.

The privacy notice for Democratic Services can be viewed at www.bristol.gov.uk/about-our-website/privacy-and-processing-notice-for-resource-services



Development Control Committee Debate and Decision Process



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¹ A Motion must be Seconded in order to be formally accepted. If a Motion is not Seconded, the debate continues

² An Amendment can occur on any formally approved Motion (ie. one that has been Seconded) prior to Voting. An Amendment must itself be Seconded to be valid and cannot have the effect of negating the original Motion. If Vote carried at Stage7, then this becomes the Motion which is voted on at Stage 8



DEVELOPMENT CONTROL COMMITTEES

Terms of Reference - Arrangements

There are two Development Control Committees:

- Development Control Committee “A”
- Development Control Committee “B”

Each Development Control Committee shall have full authority to deal with all development control matters reserved to a Development Control Committee by virtue of this consultation.

Functions

Full Council has delegated to the Development Control Committees all functions relating to town and country planning and development control as specified in Regulation 2 and Schedule 1 to the Local Authorities (Functions and Responsibilities) (England) Regulations 2000 (as amended) under the following provisions and any related secondary legislation:

1. Power to determine applications for planning permission (section 70(1) (a) and (b) and 72 of the Town and Country Planning Act 1990 (c.8)).
2. Power to determine applications to develop land without compliance with conditions previously attached (section 73 of the Town and Country Planning Act 1990).
3. Power to grant planning permission for development already carried out (section 73(A) of the Town and Country Planning Act 1990).
4. Power to decline to determine application for planning permission (section 70A of the Town and Country Planning Act 1990).
5. Duties relating to the making of determinations of planning applications (Sections 69, 76 and 92) of the Town and Country Planning Act 1990 and Articles 8, 10 to 13, 15 to 22 and 25 and 26 of the Town and Country Planning (General Development Procedure Order 1995) (S.I. 1995/419 and directions made thereunder).
6. Power to determine application for planning permission made by a local authority, alone, or jointly with another person June (section 316 of the Town and Country Planning General Regulations 1992 (S.I. 1992/1492)).
7. Power to make determinations, give approvals and agree certain other matters relating to the exercise of permitted development rights (Parts 6, 7, 11, 17, 19, 20, 21 to 24, 26, 30 and 31 of Schedule 2 to the Town and Country Planning (General Permitted Development) Order 1995).
8. Power to enter into agreement regulating development or use of land (Section 106 of the Town and Country Planning Act 1990).
9. Power to issue a certificate of existing or proposed lawful use or development (Section 191(4) and 192(2) of the Town and Country Planning Act 1990).

10. Power to serve a completion notice (Section 94(2) of the Town and Country Planning Act 1990).
11. Power to grant consent for the display of advertisements (Section 220 of the Town and Country Planning (Control of Advertisements) Regulations 1992).
12. Power to authorize entry onto land (Section 196A of the Town and Country Planning Act 1990).
13. Power to require the discontinuance of a use of land (Section 102 of the Town and Country Planning Act 1990).
14. Power to serve a planning contravention notice, breach of condition notice or stop notice (Sections 171C, 187A and 183(1) of the Town and Country Planning Act 1990).
15. Power to issue a temporary stop notice (Section 171E of the Town and Country Planning Act 1990).
16. Power to issue an enforcement notice (Section 172 of the Town and Country Planning Act 1990).
17. Power to apply for an injunction restraining a breach of planning control (Section 18 7B of the Town and Country Planning Act 1990).
18. Power to determine applications for hazardous substances consent and related powers (Sections 9(1) and 10 of the Planning (Hazardous Substances) Act 1990 (c.10)).
19. Duty to determine conditions of which old mining permissions, relevant planning permissions relating to dormant sites or active Phase I or II sites or mineral permissions relating to mining sites, as the case may be, are to be subject (paragraph 2(6) (a) of Schedule 2 of the Planning and Compensation Act 1991, paragraph 9(6) of the Schedule 13 of the Environment Act 1995 (c.25) and paragraph 6(5) of Schedule 14 to that Act).
20. Power to require proper maintenance of land (section 215(1) of the Town and Country Planning Act 1990).
21. Power to determine application for listed building consent and related powers (sections 16(1) and (2), 17 and 33(1) of the June 2021 Planning (Listed Buildings and Buildings in Conservation Areas) Act 1990 (c.9).
22. Power to issue Certificate of Lawful Works to listed buildings The Planning (Listed Buildings and Conservation Areas) Act 1990: sections 26H and 26I, as inserted by section 61 of the Enterprise and Regulatory Reform Act 2013. The Planning (Listed Buildings) (Certificates of Lawfulness of Proposed Works) Regulations 2014
23. Duties relating to applications for listed building consent and Certificates of Lawful Works and conservation area consent (sections 13(1) and 14(1) and (4) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and regs 3 to 6 and 13 of the Planning (Listed Buildings and Conservation Areas) Regulations 1990 S.I. 1990/1519) and paragraphs 8, 15 and 26 of the Department of Environmental, Transport and the Regions circular 01/01).
24. Power to serve a building preservation notice and related powers (sections 3(1) and 4(1) of the Planning (Listed Buildings and Buildings in Conservation Areas) Act 1990).
25. Power to issue enforcement notice in relation to demolition of listed building in conservation area (section 38 of the Planning (Listed Buildings and Conservation Areas) Act 1990).

26. Powers to acquire a listed building in need of repair and to serve a repairs notice (section 47 and 48 of the Planning (Listed Buildings and Conservation Areas) Act 1990).
27. Power to apply for an injunction in relation to a listed building (section 44A of the Planning (Listed Buildings and Conservation Areas) Act 1990).
28. Power to execute urgent works to unoccupied listed buildings (section 54 of the Planning (Listed Buildings and Conservation Areas) Act 1990).
29. Power to authorize stopping up or diversion of highway (section 247 of the Town and Country Planning Act 1990).
30. Power to authorise stopping-up or diversion of footpath, bridleway or restricted byway (section 257 of the Town and Country Planning Act 1990).
31. Power to extinguish public rights of way over land held for planning purposes (Section 258 of the Town and Country Planning Act 1990).
32. Powers relating to the protection of important hedgerows (the Hedgerows Regulations 1997 (S.I. 1997/1160)).
33. Powers relating to the preservation of trees (sections 197 to 214D of the Town and Country Planning Act 1990 and the Trees Regulations 1990 (S.I. 1999/1892)).
34. Powers relating to complaints about high hedges (Part 8 of the Anti-Social Behaviour Act 2003).
35. Power to include modifications in other orders (Section 53A of the Wildlife and Countryside Act 1981).
36. Power to revoke or modify planning permission (Section 97 Town and Country Planning Act 1990).
37. Duty to enter land in Part 2 of the brownfield land register (Regulation 3 of the Town and Country Planning (Brownfield Land Register) Regulations 2017).
38. The making of Local Development Orders under Article 5 of the Town and Country Planning (General Development Procedure) (Amendment) (England) Order 2006.
39. Power to exercise functions relating to Nationally Significant Infrastructure Projects and Development Consent Orders as contained in the Planning Act 2008.

Code of Conduct

The committee must follow the Council's Code of Conduct for Councillors and Officers dealing with development control and other appropriate planning.

Bristol City Council
Minutes of the Development Control B Committee

5 April 2023 at 6.00 pm



Members Present:-

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

Officers in Attendance:-

Gary Collins, Jeremy Livitt and Luke Phillips

48 Welcome, Introduction and Safety Information

The Chair welcomed all parties to the meeting and outlined the safety arrangements in the event of the need for emergency evacuation of the building.

49 Apologies for Absence

Apologies for absence were received from Councillor Katja Hornchen and Councillor Chris Windows.

50 Declarations of Interest

Councillor Chris Jackson indicated that he was a Ward Councillor for one of the Planning Applications but retained an open mind in considering it.

51 Minutes of the previous meeting held on 8th March 2023

RESOLVED – that the minutes of the meeting held on 8th March 2023 be confirmed as a correct record and signed by the Chair.

52 Action Sheet

There were no items to report from the Action Sheet.



53 Appeals

Number 44 Marksbury Road – This application had been refused on 3 grounds at Committee. However, the Inspector found against Bristol City Council on all three grounds and since he believed that none of these had been substantiated, accepted the appellants' request for costs. Inspectors did not provide an amount for costs during the appeal but purely indicated whether or not these were applicable. **Action: Planning officers to confirm with legal officers the costs of the covenant on the land and advise the Committee**

Number 37 Home Gardens – This application had been refused but the appellants' request to overturn this had been unsuccessful. The Inspector agreed that there was an overbearing impact of the development on the two storey residential development but not in terms of the impact of construction and day to day traffic. Therefore, there was a partial award of costs against Bristol City Council.

Number 33 Merchants Arms Bell Hill – The Inspector felt that the marketing had not been extensive enough for previous applications. In making this decision, he had given weight to access which the Council now had to marketing advice which provided more tools for future cases. Therefore, costs had not been awarded in this case.

In response to a member's question, officers stated that this provided a signpost for future action. Whilst a marketing exercise provided a means to retain pub use, it was possible that no interest would be shown in this even with the strong support of a community group. Whilst pubs tended to be treated as a special case, recent measures put in place by the Government eroded the ability to restrict changes from retail to other use.

Number 5 Land At Broom Hill/Brislington Meadows – Bristol City Council would be making a final submission to the Inspector concerning biodiversity net gain with an expected decision either at the end of this month or possibly into the following month.

Number 38 - 37 Maple Road, Bishopston – In response to a member's question, Planning officers stated that their view was that a Management Plan was a means to ameliorate problems and, if satisfactorily conditioned, could not be refused on these grounds. If the construction site was difficult, applicants would always be encouraged to address this but would always be required to provide the necessary level of detail.

54 Enforcement

The Committee noted that enforcement action included an HMO.

55 Public Forum

Members of the Committee received Public Forum Statements in advance of the meeting.



The Statements were heard before the application they related to and were taken fully into consideration by the Committee prior to reaching a decision.

56 Planning and Development

The Committee considered the following applications:

56a 22/02320/F - 10 Melvin Square and 1 Illminster Avenue

Planning Officers made the following points during their presentation for this report:

- Details of the application were provided including views of the current site proposed development from various directions
- A comparison was provided between the original proposed scheme and the new scheme
- The shadowing diagram that had originally been requested had now been provided. However, they did not make any significant change to officers' recommendations
- In the event that the application was approved, it would require a condition due to change in the layout
- Although this application would bring improvements to the shop and provide additional housing in the area, officers concluded that these were still outweighed by the visual impact of the scheme and harm to amenity.
- Officers recommended refusal on the grounds of the design impact on the surrounding area as well as the impact on neighbouring properties

In response to members' questions, officers made the following comments:

- It was noted that the building at Carpenters Place at the other end of the square had previously been approved at Committee
- If this application was approved, a Construction Management Plan delegated to officers was recommended to limit the highway network. There was currently very little information concerning the construction phase
- Officers had taken account of the complete merits of the scheme and felt that the revised scheme would still have an unacceptable impact
- Due to the number of comments received and a petition, officers had considered that it should be submitted to committee for consideration
- The height of the building would be in comparison with the roof extension
- The site had historically been a house but the application indicated that it had been used for storage. The possibility of this usage being regularised was a factor for the Committee to consider in making its decision. Number 10 had been built as a detached property and had previously been a post office. The buildings were on the footprint of the existing property



- Officers could not anticipate whether or not the proposed change in use from single dwelling to C3 commercial use was likely to succeed.
- The two previous objections to the property were from neighbours
- In the event that the Committee was minded to approve the application, appropriate conditions would relate to highways, the materials during design and other general conditions to ensure the development complied with plans. Officers proposed that they should be given delegated authority to draw up these.

The Committee made the following points during the debate:

- The proposed development would improve the street scene. Whilst it may not be ideal, it was better than the current building. In addition, there would be consequences if it was refused and no development was made in this area. Therefore, the Committee should support the application
- There was strong public support for the scheme which was a significant improvement on the original since it was less overbearing and plain. Since the Carpenters building already broke the line of height of buildings, it would not set a precedent in this respect. If the scheme was approved, it would bring it under planning control
- Whilst the officers' adherence to the policy was understood, the application would enhance the area which required regeneration. Whilst the Construction Management Plan provided some cause for concern, it was appropriate for this to be drawn up by officers under delegated powers
- One of the slides featured in the presentation showed the floor plan with self-contained flats

In accordance with usual practice, Councillor Ani Stafford-Townsend moved, seconded by Councillor Lesley Alexander that the application be refused in accordance with officer' recommendations.

Upon being put to the vote, this was LOST (5 against, 1 for, 1 abstention).

It was then moved by Councillor Fabian Breckels, seconded by Councillor Andrew Brown and upon being put to the vote, it was

RESOLVED (5 for, 1 against, 1 abstention) – that the application be approved subject to the inclusion of a Construction Management Plan and appropriate delegation to officers to prepare conditions including relating to construction management, traffic and design.

56b 22/05628/LDO - Various Sites Across the City

Officers gave a presentation on this item and made the following points:

- Local Development Orders allowed an LPA (Local Planning Authority) to introduce new permitted development rights. They were subject to statutory consultation period and require formal adoption by the LPA
- The area within the city covered by the Local Development Order was shown



- The LDO had the following aims and objectives: (a) deliver the infrastructure to enable the distribution of low carbon energy sources (b) achieve reductions in the Council's CO₂ emissions and contribute to the city's aim of carbon neutrality by 2030 (c) align with ambitions set out in the One City Climate Strategy and the Bristol Core Strategy
- Permitted development rights related to heating transmission and distribution system and ancillary infrastructure, above ground infrastructure, and reinstatement works within the defined order and subject to conditions
- The scope of the LDO was clarified as follows: (a) The scope of the LDO is for a heating transmission and distribution network with ancillary infrastructure only and is required to 'join the dots' between the heat source and the connection to individual buildings (b) It does not give consent for heat sources that may provide heat to the network in the future (c) It does not give consent for connections from the heat network to individual buildings
- The following restrictions on development were noted: (a) above ground infrastructure limitations, (b) trench depth/width limitations, (c) above ground pipework limitations (d) EIA development threshold, (e) limiting above ground development within boundaries of heritage designations (f) limiting development within boundaries of environmental designations (g) where Article 4 directions are in place (h) development on sites identified as parks, woodland or playing fields
- Conditions included design, biodiversity, protected species and protected sites, development within boundaries of heritage assets, completion of an environmental management plan and an assessment of high risk coal mining areas
- Details were set out of other statutory requirements, timeframes for Local Planning Authority approval and for a monitoring and review process
- The consultation process had lasted from 14 December 2022 to 20 January 2023 ie a 38 day consultation period, with 39 representations having been received on the order
- There had been responses as follows: 6 in support, 26 neutral and 7 objections. Main objections raised related to Parks and green spaces, Construction phase impacts, Traffic and transport. Amendments made in response to these were: removal of development on sites identified as parks, woodlands and playing fields from the Order, addition of Condition 12, 'High Risk Coal Mining Areas' and the addition of requirements to the Construction Environment Management Plan

In response to members' questions, officers made the following points:

- The defined coal mining areas would be identified and assessed in Health and Safety terms
- A condition on the LDO (Local Development Order) would ensure that any highway would be restored to its original condition. A trench could be dug up to 4 metres in depth and there was no requirement to go beyond this. Road would not need to be widened. Since this was new infrastructure, the LDO would not operate in areas where it was not practical
- A similar approach had been adopted for some past schemes such as the Temple Quarter Enterprise Zone and Temple Island in respect of urban agriculture.



- The Committee was only empowered to consider planning issues since it was a planning mechanism. The delivery of the heat network across the city avoided the need for lots of future small scale technical planning applications
- The LDO did not provide any additional powers to use new sources of heat and would need to be subject to their own application. It allowed flexibility to link into whatever sources of heat were required. However, any high carbon heat network would struggle to meet the controls in this legislation although there was no specific mechanism to place a restriction under the act
- The LDO placed restrictions in height and volume, if a site was within a designated heritage area and proposed a programme of a Construction Management Plan. In addition, a Section 50 licence would be required to install infrastructure
- The LDO streamlined the process but still required conditions for each proposal. The lifetime of the LDO was 20 years and could be reviewed
- The Centre for Sustainable Energy supported the use of Heat Networks – the alternative would be a heavily oriented approach around electricity which would be extremely expensive
- Road closures would be advertised in advance and all conditions would be made through the planning record. The issue of carbon intensity was beyond the scope of the order
- The LDO was the planning mechanism to deliver the strategy but the strategy itself will be set separately as required subject to each individual planning application
- No response had been received to the Equalities Impact Assessment from Bristol City Council's Equalities Officer
- Each future proposal operating under the LDO would be subject to controls relating to designated areas, height and volume in addition to a Construction Management Plan
- The network would be subject to need and would be rolled out once a commercial agreement had been made with a customer to meet that contractual obligation. It would therefore not be installed ahead of time
- Any proposal to add permissions would be beyond the scope of the network and would be subject to any future planning applications
- The costs to citizen and the residents of Bristol were not part of the consideration. The Committee was considering the mechanism of the LDO as proposed not the principle of it

Councillors made the following points during debate:

- The requirement for the LDO referred to a heating transmission system. However, there was nothing within it that guaranteed a reduction in carbon despite being an aim of it. This was a massive development in terms of scale and it was a cause for concern that work could take place without appropriate checks for costs of materials. There was also a very minor EQIA statement
- If each planning application was considered when it was submitted, it did not seem appropriate to approve this LDO rather than follow the normal planning process
- It was reassuring that controls would be agreed at Committee. It was noted that this was just a framework to assist with the approach with pipes only being installed as required
- There were plenty of safeguards in place and it addressed concerns about any future piecemeal approach



- This was a practical and pragmatic approach to provide infrastructure for alternative heat energy sources
- Whilst a heat network and the delivery of low carbon energy sources were acknowledged within the proposal, it was not clear whether the public had fully understood the implications of what was being proposed. If there had been greater clarity on this, there might have been further objections
- There had been a briefing on this proposal several weeks ago which had clarified how it would operate

Councillor Ani Stafford-Townsend moved, seconded by Councillor Chris Jackson and upon being put to the vote, it was

RESOLVED (5 for, 1 against, 1 abstention) that the Local Development Order be adopted.

57 Date of Next Meeting

It was noted that the next meeting would be the DCB Committee Annual Meeting for the 2023/24 Municipal Year and would be held at 2pm on Wednesday 10th June 2023 in the Council Chamber, City Hall, College Green, Bristol.

The meeting ended at 8.15 pm

CHAIR _____



Action Sheet – Development Control Committee B

Date of Meeting (s)	Item/report	Action	Responsible officer(s)/Councillor	Action taken / progress
05.04.23	<p>Agenda Item 6: Appeals Report - 149/149A & Land To Rear Of Marksbury Road Bristol BS3 5LD Committee - Appeal against refusal Demolition of 149A Marksbury Road and erection of 5no. single storey dwellings on land to the rear – Appeal by applicant successful and costs awarded against BCC as the Inspector found that the reasons for refusal were not substantiated</p>	<p>Confirm cost of resolving the covenant on the land with legal officers and advise the Committee</p>	<p>Gary Collins</p>	<p>Officers to advise on progress at 10th May 2023 meeting</p>

DEVELOPMENT CONTROL COMMITTEE B

10th May 2023

REPORT OF THE DIRECTOR: DEVELOPMENT OF PLACE

LIST OF CURRENT APPEALS

Householder appeal

Item	Ward	Address, description and appeal type	Date lodged
1	Ashley	The Cottage 28 Ashfield Place Bristol BS6 5BF Retention of enclosed roof terrace. Appeal against refusal Delegated decision	16/02/2023
2	Southmead	37 Ullswater Road Bristol BS10 6DH Single storey rear extension and enlarge the existing garden annex building to use as storage, office and WC space. Appeal against refusal Delegated decision	19/04/2023
3	Clifton	21 Constitution Hill Bristol BS8 1DG Mansard roof extension. Appeal against refusal Delegated decision	25/04/2023

Informal hearing

Item	Ward	Address, description and appeal type	Date of hearing
4	Lawrence Hill	11 - 17 Wade Street Bristol BS2 9DR Outline application for the demolition of buildings and erection of student accommodation, with access, layout and scale to be considered. Appeal against non-determination	19/04/2023

Written representation

Item	Ward	Address, description and appeal type	Date lodged
5	Brislington West	515 - 517 Stockwood Road Brislington Bristol BS4 5LR Outline application for the erection of a five-storey building comprising 9no. self-contained flats, with Access, Layout and Scale to be considered at part of the outline application. Appeal against refusal Delegated decision	10/12/2021
6	Brislington West	Wyevale Garden Centre Plc Bath Road Brislington Bristol BS31 2AD Enforcement notice appeal for hardstanding. (C/22/3306445). Appeal against an enforcement notice	04/10/2022
7	Brislington West	Wyevale Garden Centre Plc Bath Road Brislington Bristol BS31 2AD Enforcement notice appeal for builders yard. (C/22/3306441). Appeal against an enforcement notice	04/10/2022
8	Brislington West	Wyevale Garden Centre Plc Bath Road Brislington Bristol BS31 2AD Enforcement notice appeal for bunds & portable buildings. (C/22/3306446). Appeal against an enforcement notice	04/10/2022
9	Brislington West	Wyevale Garden Centre Plc Bath Road Brislington Bristol BS31 2AD Enforcement notice appeal for plant equipment. (C/22/3306444). Appeal against an enforcement notice	04/10/2022
10	Lockleaze	36 Stothard Road Bristol BS7 9XL Enforcement Notice enforcement for the erection of detached building in garden without planning permission. Appeal against an enforcement notice	17/10/2022
11	Bishopston & Ashley Down	21 Oak Road Bristol BS7 8RY Change of use from residential dwellinghouse (Use Class C3) to a House in Multiple Occupation (HMO) for up to 6 residents (Use Class C4), with associated cycle and refuse/recycling storage. Appeal against non-determination Committee	25/10/2022

12	Bishopsworth	Land To Rear Of 44 & 46 Wrington Crescent Bristol BS13 7EP Construction of 2no. three bedroom semi-detached dwellings. Appeal against non-determination	26/10/2022
13	Westbury-on-Trym & Henleaze	10 Rylestone Grove Bristol BS9 3UT Demolition of existing detached house and erection of 6 bedroom replacement detached dwelling with integral garage, associated landscaping and adjusted access. (Self Build). Appeal against refusal Delegated decision	17/11/2022
14	Stoke Bishop	2 Bramble Drive Bristol BS9 1RE Enforcement notice appeal for front boundary not completed as per plans approved as part of planning permission 21/00431/H and additional planting. Appeal against an enforcement notice	22/11/2022
15	Hillfields	11 The Greenway Bristol BS16 4EZ Erection of two storey, 2 bed detached dwellinghouse, with landscaping and parking. Appeal against non-determination	14/12/2022
16	Cotham	71 Arley Hill Bristol BS6 5PJ Enforcement notice appeal for change of use of the building to large HMO with 8 bedrooms. Appeal against an enforcement notice	15/12/2022
17	Cotham	71 Arley Hill Bristol BS6 5PJ Change of use of the upper floors residential unit from small 6 bedroom HMO C4 to large HMO (Sui Generis Use) for 8 bedrooms (Retrospective). Appeal against refusal Delegated decision	15/12/2022
18	Westbury-on-Trym & Henleaze	65 Henleaze Road Bristol BS9 4JT Change of use of existing ground floor rear storage area to shop unit into 2 bedroomed HMO. Addition of first floor over rear storage area to form 1 bedroomed flat. Appeal against refusal Delegated decision	26/01/2023

19	Southville	20 Mount Pleasant Terrace Bristol BS3 1LF Enforcement notice appeal for change of use to HMO (C4) without planning permission. Appeal against an enforcement notice	01/02/2023
20	Bishopsworth	71 Dangerfield Avenue Bristol BS13 8DX Proposed new dwelling to side. Appeal against refusal Delegated decision	01/02/2023
21	Clifton Down	All Saints Court All Saints Road Bristol BS8 2JE Erection of an additional floor, creating two additional flats. Appeal against refusal Delegated decision	20/02/2023
22	Avonmouth & Lawrence Weston	Land At Rear Of 2 Woodwell Cottages Woodwell Road Bristol BS11 9UP Revised application for planning permission for the erection of residential dwellings, access road, refuse/ recycling stores, cycle parking and ancillary development (Use Class C3). Appeal against non-determination Delegated decision	21/02/2023
23	Southville	Outside 291 North Street Bedminster Bristol BS3 1JP Application to determine if prior approval is required for a proposed development by or on behalf of an electronic communications code operator - Proposed 5G 15m telecoms installation: H3G street pole and additional equipment cabinets. Appeal against refusal Delegated decision	22/02/2023
24	Redland	186 Redland Road Bristol BS6 6YH Retention of stainless steel/glass balustrade, at roof level. Appeal against refusal Delegated decision	03/03/2023
25	Redland	186 Redland Road Bristol BS6 6YH Enforcement notice appeal for an installation of stainless steel/glass balustrade at roof level to form roof terrace without planning permission. Appeal against an enforcement notice	03/03/2023
26	Bedminster	149 West Street Bedminster Bristol BS3 3PN Part change of use from an office to a C3 dwelling unit. Appeal against refusal Delegated decision	31/03/2023

27	Central	2 Clare Street City Centre Bristol BS1 1XR Temporary Static, Illuminated Shroud Advertisement. Appeal against non-determination	04/04/2023
28	Ashley	Dainton Self Storage New Gatton Road Bristol BS2 9SH Proposed 1no. internally illuminated display signboard. Appeal against refusal Delegated decision	04/04/2023
29	Hotwells & Harbourside	2 - 10 Hanover Place Bristol BS1 6XT Window replacement works (all new windows to be uvpc). Appeal against refusal Delegated decision	06/04/2023
30	Westbury-on-Trym & Henleaze	29 Hobhouse Close Bristol BS9 4LZ Retrospective application for retention of dwelling. Appeal against non-determination Committee	06/04/2023
31	Southmead	345 Southmead Road Bristol BS10 5LW Erect 2 bed dwelling. Appeal against refusal Delegated decision	11/04/2023
32	St George Central	20 Grantham Road Bristol BS15 1JR Conversion and extension of existing garage to rear garden to provide additional living accommodation associated to the main dwelling. Appeal against refusal Delegated decision	13/04/2023
33	Hengrove & Whitchurch Park	Bamfield Streetworks Bamfield Bristol BS14 0XD Application to determine if prior approval is required for a proposed telecommunications installation: Proposed 15.0m Phase 8 Monopole C/W wraparound cabinet at base and associated ancillary works. Appeal against refusal Delegated decision	13/04/2023
34	Knowle	318 Wells Road Knowle Bristol BS4 2QG Proposed kitchen extraction from A3 Unit below. Appeal against refusal Delegated decision	13/04/2023

35	Southville	9 Carrington Road Bristol BS3 2AQ Proposed change of use from a single Dwelling House (Use Class C3) to a Small Six-Bedroom House of Multiple Occupation (HMO) (use Class C4). Appeal against refusal Delegated decision	18/04/2023
36	Westbury-on-Trym & Henleaze	Grass Verge Of Passage Road Junction With Greystoke Avenue Westbury Bristol BS9 3HR Application to determine if prior approval is required for a proposed upgrade of the existing installation, involving the installation of a 20 metre high monopole supporting antennas with a wraparound equipment cabinet at the base, the installation of 3 no. additional equipment cabinets, the removal of the existing 11.5 metre high monopole supporting antennas, the removal of 1 no. existing cabinet, and ancillary development thereto. Appeal against refusal Delegated decision	18/04/2023
37	St George Troopers Hill	St Aidans Church Fir Tree Lane Bristol BS5 8TZ The removal of 3 No. antennas and the upgrade of 3 No. antennas, the installation of 1 No. GPS node and associated ancillary development thereto. Appeal against refusal Delegated decision	19/04/2023
38	Easton	1B & 1C Woodbine Road Bristol BS5 9AJ Change of use from 2 dwelling houses (C3a) to 2 small HMO for up to 6 people (C4). Appeal against non-determination	20/04/2023
39	Stoke Bishop	Telecoms Equipment Edge Of Green Shirehampton Road Sea Mills Bristol BS9 2EQ Application to determine if prior approval is required for a proposed telecommunications installation: Proposed 15.0m Phase 9 slimline Monopole and associated ancillary works. Appeal against refusal Delegated decision	21/04/2023
40	Stoke Bishop	The Helios Trust 17 Stoke Hill Bristol BS9 1JN Change of use from doctors surgery to specialist educational needs school for children and therapy centre, and land to residential garden adjacent 19a Pitch and Pay Lane. Appeal against non-determination	21/04/2023

List of appeal decisions

Item	Ward	Address, description and appeal type	Decision and date decided
41	Frome Vale	Strathmore Pound Lane Bristol BS16 2EP Appeal against High hedge at 4 metres in height in rear garden. Appeal against high hedge	Appeal allowed 29/03/2023
42	Brislington East	Land At Broom Hill/Brislington Meadows Broomhill Road Bristol BS4 4UD Application for Outline Planning Permission with some matters reserved - Development of up to 260 new residential dwellings (Class C3 use) together with pedestrian, cycle and vehicular access, cycle and car parking, public open space and associated infrastructure. Approval sought for access with all other matters reserved. (Major) Appeal against non-determination Committee	Appeal allowed 17/04/2023 Split Decision
43	Brislington East	Land At Broom Hill/Brislington Meadows Broomhill Road Bristol BS4 4UD Application for Outline Planning Permission with some matters reserved - Development of up to 260 new residential dwellings (Class C3 use) together with pedestrian, cycle and vehicular access, cycle and car parking, public open space and associated infrastructure. Approval sought for access with all other matters reserved. (Major) Appeal against non-determination Committee	Appeal allowed 17/04/2023 Split delegated decision report
44	Brislington East	Land At Broom Hill/Brislington Meadows Broomhill Road Bristol BS4 4UD Application for Outline Planning Permission with some matters reserved - Development of up to 260 new residential dwellings (Class C3 use) together with pedestrian, cycle and vehicular access, cycle and car parking, public open space and associated infrastructure. Approval sought for access with all other matters reserved. (Major) Appeal against non-determination Committee	Appeal allowed 17/04/2023 Enter what's approved and
45	Brislington East	Land At Broom Hill/Brislington Meadows Broomhill Road Bristol BS4 4UD Application for Outline Planning Permission with some matters reserved - Development of up to 260 new residential dwellings (Class C3 use) together with pedestrian, cycle and vehicular access, cycle and car parking, public open space and associated infrastructure. Approval sought for access with all other matters reserved. (Major) Appeal against non-determination Committee	Appeal allowed 17/04/2023 Split Decision - Allowed/Dismissed

46	Brislington East	Land At Broom Hill/Brislington Meadows Broomhill Road Bristol BS4 4UD Application for Outline Planning Permission with some matters reserved - Development of up to 260 new residential dwellings (Class C3 use) together with pedestrian, cycle and vehicular access, cycle and car parking, public open space and associated infrastructure. Approval sought for access with all other matters reserved. (Major) Appeal against non-determination Committee	Appeal allowed 17/04/2023 Split Decision
47	Brislington East	Land At Broom Hill/Brislington Meadows Broomhill Road Bristol BS4 4UD Application for Outline Planning Permission with some matters reserved - Development of up to 260 new residential dwellings (Class C3 use) together with pedestrian, cycle and vehicular access, cycle and car parking, public open space and associated infrastructure. Approval sought for access with all other matters reserved. (Major) Appeal against non-determination Committee	Appeal allowed 17/04/2023 Split Decision
48	Brislington East	Land At Broom Hill/Brislington Meadows Broomhill Road Bristol BS4 4UD Application for Outline Planning Permission with some matters reserved - Development of up to 260 new residential dwellings (Class C3 use) together with pedestrian, cycle and vehicular access, cycle and car parking, public open space and associated infrastructure. Approval sought for access with all other matters reserved. (Major) Appeal against non-determination Committee	Appeal allowed 17/04/2023 Split Decision
49	Brislington East	Land At Broom Hill/Brislington Meadows Broomhill Road Bristol BS4 4UD Application for Outline Planning Permission with some matters reserved - Development of up to 260 new residential dwellings (Class C3 use) together with pedestrian, cycle and vehicular access, cycle and car parking, public open space and associated infrastructure. Approval sought for access with all other matters reserved. (Major) Appeal against non-determination Committee	Appeal allowed 17/04/2023 Closed - Conditions Dis/Not Discharged
50	Brislington East	Land At Broom Hill/Brislington Meadows Broomhill Road Bristol BS4 4UD Application for Outline Planning Permission with some matters reserved - Development of up to 260 new residential dwellings (Class C3 use) together with pedestrian, cycle and vehicular access, cycle and car parking, public open space and associated infrastructure. Approval sought for access with all other matters reserved. (Major) Appeal against non-determination Committee	Appeal allowed 17/04/2023 Split Decision - Allowed/Dismissed

51	Avonmouth & Lawrence Weston	8 - 10 Station Road Shirehampton Bristol BS11 9TT Redevelopment of the site to include 18no. houses and 3no. apartments with associated access, parking and landscaping. Appeal against non-determination	Appeal dismissed 05/04/2023
52	Lawrence Hill	St Gabriels Court St Gabriels Road Bristol BS5 0RT Change of use of existing commercial building to create 8 no. residential flats (Use Class C3) with parking and associated works. Appeal against non-determination	Appeal allowed 29/03/2023
53	Lockleaze	357 Filton Avenue Bristol BS7 0BD Change of use of existing office (Use Class E) to takeaway (Use Class Sui generis) with the addition of a new extract flue. Demolition of buildings to the rear and the construction of one new building housing 3.no flats over three storeys and associated amenity space, bin and cycle storage. Appeal against refusal Delegated decision	Appeal dismissed 19/04/2023
54	Henbury & Brentry	7 Bidwell Close Bristol BS10 6RJ Proposed new dwelling. Appeal against refusal Delegated decision	Appeal dismissed 06/04/2023
55	Hartcliffe & Withywood	Telecommunication Mast Opposite 787 Bishport Avenue Bristol BS13 9JQ Application to determine if prior approval is required for a proposed 5G telecoms installation: H3G 16m street pole and additional equipment cabinets. Appeal against refusal Delegated decision	Appeal allowed 06/04/2023
56	Ashley	Telecommunication Mast York Street St Werburghs Bristol BS2 9XS Proposed telecommunications installation: Proposed 15.0m Phase 8 Monopole C/W wraparound Cabinet at base and associated ancillary works. Appeal against refusal Delegated decision	Appeal allowed 06/04/2023
57	Lockleaze	22 Elmcroft Crescent Bristol BS7 9NF Single storey rear extension. Appeal against refusal Delegated decision	Appeal dismissed 20/04/2023

58 Lockleaze

Site Of The Former Piggery Boiling Wells Lane Bristol
Proposed creation of a new vehicle access from Boiling Wells Lane into the existing site. Installation of a reinforced concrete "bridge" slab to cross over an existing culvert, installation of side railings to slab and a pair of timber gates at the site entrance.
Appeal against non-determination
Delegated decision

Appeal withdrawn
05/04/2023

DEVELOPMENT CONTROL COMMITTEE B
10th May 2023

REPORT OF THE DIRECTOR: DEVELOPMENT OF PLACE
LIST OF ENFORCEMENT NOTICES SERVED

Item	Ward	Address, description and enforcement type	Date issued
1	Hillfields	14 Uplands Road Bristol BS16 4JZ Design and use of detached building in garden not as per LDC BCC ref 21/04452/CP. Enforcement notice	29/03/2023

Development Control Committee B 10 May 2023

Report of the Director: Economy of Place

Index

Planning Applications

Item	Ward	Officer Recommendation	Application No/Address/Description
1	Redland	Grant subject to Legal Agreement	21/03767/F - 102 Gloucester Road Bishopston Bristol BS7 8BN Construction of 17 apartments following part demolition of building replaced with new build and conversion of existing first floor and loft spaces. Retention of retail at ground floor. (Major).
2	Filwood	Other	22/02345/F - Inns Court Open Space Hartcliffe Way Bristol BS4 1XD Erection of a part single (double height), part two storey building to provide a Class D2 Youth Zone facility with associated disabled and mini bus parking and service access road, 5 a-side (MUGA) pitch, a single storey storage building, and associated boundary treatments and landscaping. Planning for new site access and turning head, amendments to A3029 central reservation, signalling and crossing.
3	Hotwells & Harbourside	Grant	22/06080/FB - Capricorn Place Pontoon Hotwell Road Bristol BS8 4SX Construction of pontoon infrastructure to deliver a mooring facility including storage facilities and amenities building and installation of floating reed beds.
4	Hartcliffe & Withywood	Grant subject to Legal Agreement	22/05943/X - (Bathurst Basin Bridge Commercial Road) Land Between The A370 Long Ashton Bypass In North Somerset And Cater Road Roundabout Cater Road Bristol Application for the removal of conditions 4, 10 and 13 following grant of planning application 16/05853/X for the variation of condition number 18 - Phase 1. for planning permission - 13/05648/FB.

WARD: Redland

SITE ADDRESS: 102 Gloucester Road Bishopston Bristol BS7 8BN

APPLICATION NO: 21/03767/F Full Planning

DETERMINATION DEADLINE: 18 January 2022

DEADLINE:
Construction of 17 apartments following part demolition of building replaced with new build and conversion of existing first floor and loft spaces. Retention of retail at ground floor. (Major).

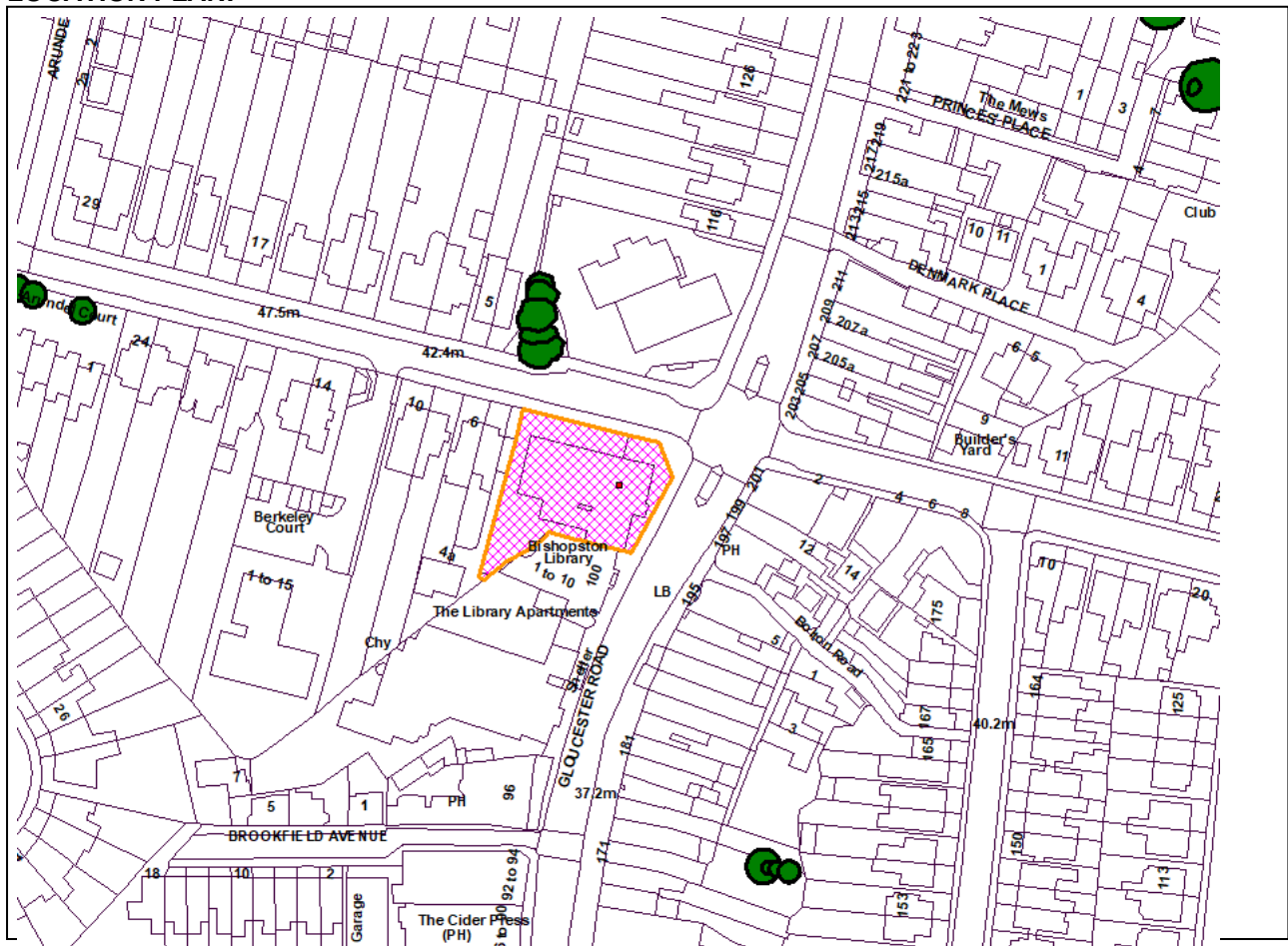
RECOMMENDATION: GRANT subject to Planning Agreement

AGENT: Nicholas Morley Architects
 Suite 10, Corum 2
 Corum Office Park
 Crown Way
 Warmley
 Bristol BS30 8FJ

APPLICANT: Nailsea Electrical
 102 Gloucester Road
 Bishopston
 Bristol
 BS7 8BN

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

LOCATION PLAN:



Development Control Committee B – 10 May 2023**Application No. 21/03767/F : 102 Gloucester Road Bishopston Bristol BS7 8BN**

REASON FOR REFERRAL

Local ward Member for Redland Ward, Councillor Fodor has referred this application to Development Management Committee should it be recommended for approval by officers for the following reasons:

This major application, on the site of a previous permission granted, now seeks to build 17 flats where previously 9 had been approved just a year earlier following extensive negotiations.

There are residents' concerns regarding privacy due to proposed balconies overlooking the adjacent Bishopston Library flats and concerns over parking, and concerns about overdevelopment being attempted. These issues need to be debated by committee in a public meeting where statements can be heard from residents and issues considered before any conditions are agreed or the decision gets made.

SUMMARY

The application refers to the redevelopment of the former Nailsea Electrical premises at 102 Gloucester Road in Redland ward. The site comprises a retail unit located within a former Methodist Chapel (a locally listed building and heritage asset) and its modern extension, with an external yard to the rear. Off-street customer parking lies perpendicular to Berkeley Road. The site is within the Gloucester Road Conservation Area.

A recent planning permission for redevelopment of the site for retail, office and residential use (9 flats) remains extant. This included parking for the commercial units on Berkeley Road and retail use across the whole ground floor plus extension over the rear yard. The retailer Nailsea Electrical has since relocated to Hengrove and a new application proposal has been brought forward.

The current application proposal comprises retail use at the ground floor and residential units at first floor of the former chapel within a new-build extension to the west of the site containing residential units at ground, first and second floor levels. There are a total of 17 residential homes proposed comprising 7 no. 1-bedroom flats, 7 no. 2-bedroom flats and 3 no. 3-bedroom flats. Affordable housing is proposed in the form of 4 'First Home' units (all 1-bedroom flats).

The rear yard is proposed as external landscaped space also housing the residential cycle store and air source heat pumps (ASHPs). 4 vehicle parking spaces are proposed accessed from Berkeley Road- 3 no. for the retail use a 1 no. disabled parking bay dedicated for the residential use. Waste storage and access would be from the Berkeley Road frontage.

The response to publicity and consultation on the application can be summarised as: 28 contributors commented on the application with 20 objectors, 5 contributors making general representations and 2 in support. These include an objection from The Bishopston Cotham and Redland Street Scene Group and The Conservation Advisory Panel (neutral comment).

Objection comments relate primarily to overdevelopment, density, lack of parking and traffic issues, impact on neighbouring residents, living environment for future residents, proposed materials, lack of affordable housing provision, landscaping and construction impacts. Comments in support relate to the overall improvement of the proposal to the site and area including restoration of the dilapidated historic building, removal of the unsightly scrap yard and replacement with a garden and good cycle storage.

Development Control Committee B – 10 May 2023**Application No. 21/03767/F : 102 Gloucester Road Bishopston Bristol BS7 8BN**

The officer's summary assessment of the proposal is as follows:

The National Planning Policy Framework (NPPF) paragraph 11 outlines a presumption in favour of sustainable development. For decision taking this means "approving development proposals that accord with an up-to-date development plan without delay" unless the proposal would be contrary to policies in the NPPF relating to designated assets (heritage assets or habitat sites) or the adverse impacts of the development would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

In relation to this, the Council has a clear identified shortfall in housing supply and officers advise that the proposals would be in accordance with the NPPF in relation to designated heritage assets.

The principle of the redevelopment of the site has already been approved by the extant permission including the proposed new-build 'envelope'- the size of the proposed new-build structure would reduce under the current proposal. Officers advise that the proposal would be an acceptable mix of housing, including affordable housing, and makes appropriate provision for the amenity of future residents. The amenity of neighbouring residents would be safeguarded, and the proposal includes a reduced number of balconies compared to the extant scheme. The local concern regarding the lack of parking is noted, as is the demand for parking in this area. However, the proposal is in a highly sustainable location, to which car-free development is directed and is a location where residents could reside without the need for a private vehicle. The addition of a number of additional vehicles to the area for parking could be accommodated without unacceptable impact on highway safety and two on-street parking spaces would be created. All other material considerations have been addressed.

Officers therefore advise approval of the application subject to planning conditions and planning agreement.

SITE DESCRIPTION

The development site is 102 Gloucester Road, the Former Methodist Chapel, currently a retail store (use class A1/E) previously occupied by Nailsea Electrical. The site is located to the western side of Gloucester Road at the Berkeley/Sommerville Road crossing.

The former chapel has an L-shaped footprint extending along both Gloucester Road and Berkeley Road. The Gloucester Road elevation includes a distinctive clock tower including main entrance. To the western, Berkeley Road side the building includes a modern side storey extension constructed with red brick and flat roof. A yard area extends to the rear (south-west) of the site. The building is presently accessed via Berkeley Road and the submission sets out that there are 10 off-street parking spaces located perpendicular to the road in a forecourt area on this side of the site.

The Bishopston Library mixed use redevelopment is located immediately to the south of the site. Dwellings to the southern side of Berkeley Road commencing at 4 and 4A Berkeley Road are located immediately to the west. Gloucester Road (A38) is a major arterial route north from the city centre. At this point it is lined by predominantly commercial uses, frequently with residential accommodation above. Residential becomes the predominant use within side streets, as is the case on Berkeley Road. The site is located within the designated Gloucester Road Town Centre. The site is also located within the Gloucester Road Conservation Area. The Former Methodist Chapel is designated an Unlisted Building of Merit and features on Bristol's local list of valued buildings.

RELEVANT PLANNING HISTORY

Development Control Committee B – 10 May 2023**Application No. 21/03767/F : 102 Gloucester Road Bishopston Bristol BS7 8BN**

20/00022/F- Demolition of western part of former chapel and single storey extension and construction of three storey extension comprising 9 dwellings (use class C3), extension of ground floor retail unit (use class A1), conversion of existing loft to office use (use class B1a), external alterations, associated access and landscaping works. GRANTED 15.02.2021

19/01527/F- Construction of 9no. (2-bedroom flats) flats over extended ground floor retail area, following part demolition of ground and first areas, and conversion of loft area to create office space. External alterations to existing building and forecourt on Gloucester Road and Berkley Road Elevation including roof extension to tower. WITHDRAWN 02.07.2019

APPLICATION

The current application seeks full planning permission for the following proposed development:

- Part demolition of the existing building;
- Conversion of the former chapel building and a new build extension;
- Retail unit at ground floor within the former chapel building;
- A residential mix of 17 flats comprising 7 no. 1-bedroom flats, 7 no. 2-bedroom flats and 3 no. 3-bedroom flats.
- Of these 17 units, 4 First Homes would be provided (4 no. 1-bedroom homes).
- 4 car parking bays are proposed to the Berkeley Road frontage of the site (in place of existing parking bays). 3 for the retail units, 1 disabled bay for the residential flats.

In terms of the proposed design, a series of four parallel gable roofs facing Berkeley Road are proposed. The extension would be constructed with pennant stone to match the chapel at ground floor level, limestone banding courses and window surrounds, with red brick to the upper floors. Alterations to the chapel building would include the removal of all current retail signage, introduction of full height windows within the Gloucester Road elevation, reinstatement of the clock tower roof, original window openings and entrance, roof windows to Gloucester Road and dormer windows, reinstatement of Berkeley Road windows and new entrance doors. All proposed windows and doors would include dark grey metal frames. Dormers would be clad with zinc. The chapel would be re-roofed with dark red double roman tiles.

Access to the proposed flats would be via entrances within the Berkeley Road elevation. These would include entrance canopy and glazed access doors accessed by walled and paved footpaths from Berkley Road. Cycle parking and refuse stores would also be accessed via separate service entrances in this location. Waste collection points are proposed to the front of the building in this location. Bins and recycling would be collected from this location on collection day however bins would be permanently housed within the building. Cycle parking for a total of 26 bikes within a bike store at the rear of the property accessed via the side access from Berkeley Road. It is proposed to reintroduce primary access to the retail unit via the main former chapel entrance on Gloucester Road. The existing retail entrance on Berkeley Road would also be retained.

Landscaping and boundary treatment improvements are proposed to the road frontages. The footway on Gloucester Road would be resurfaced with paving to match that adjacent at the Bishopston Library development. This would extend to the junction with Berkeley Road. The footway on Berkeley Road itself will be resurfaced with tarmac with new pennant kerbs where raising kerbs is required. It is proposed to remove an existing young street tree and replant a new tree further west on Berkley Road outside the site including installing a new tree pit.

The development would feature on site renewable energy generation in the form of a solar

Development Control Committee B – 10 May 2023**Application No. 21/03767/F : 102 Gloucester Road Bishopston Bristol BS7 8BN**

photovoltaic array installed to the pitched roofs of the proposed three storey extension and air source heat pumps within the rear external space.

AMENDMENTS TO THE APPLICATION

The application has been amended during the course of the application and further information has been submitted in support of the application. This includes the following:

- Disabled parking bay included for residential units;
- Parking outside ground floor flats (Berkeley Road) removed and replaced with private gardens with landscaping/ tree planting and access;
- Rear (southern) elevation amended to omit second floor balconies and balconies reduced at first floor;
- Waste store moved from rear garden to dedicated internal store accessed from the Berkeley Road frontage;
- Viability assessment (affordable housing);
- Sustainability statement updated and Overheating Assessment provided. Air source heat pumps shown on plan (to rear garden);
- Noise assessment (acoustic report) updated;
- Bat survey updated;

PRE-APPLICATION COMMUNITY INVOLVEMENT

Due to its size, the application is required to be accompanied by a Statement of Community Involvement. Guidance and good practice examples exist to inform the choice of appropriate methods in order to help ensure effective, efficient, transparent and accountable community involvement. Those responsible for undertaking community involvement are expected to reflect such good practice to ensure inclusive, fair and effective initiatives. Failure to do so may limit the validity and relative credibility of the involvement undertaken.

The applicant prepared a statement of community involvement (dated 5th July 2021) which has been assessed, and is summarised below:

i) Process

Covid restrictions meant that post box deliveries and social media were used to inform the community of the revised proposals. A letter drop was made on 5th March 2021 to over 100 properties to explain that the proposal was to increase the current approval for 9 residential units to 14 residential units whilst maintaining retail areas in existing building. Further to this a "whatsapp" drop was made on 9th May 2021 which updated the interested parties and neighbours (the whatsapp group has a number of members, so it was felt this was a reasonable approach) which stated that after further consideration it has been decided to resubmit for 17 apartments and retain retail use on the ground floor of the existing building. The flyers for the proposals are included in Appendix A. The property owners have also liaised with neighbours over the last few months so they are aware of the revised proposals.

ii) Fundamental Outcomes

Development Control Committee B – 10 May 2023**Application No. 21/03767/F : 102 Gloucester Road Bishopston Bristol BS7 8BN**

Responses received were listed as flows: landscaping, construction including timescales, overdevelopment, car parking and hard landscaping, climate change, use as community space, bins and recycling, terraces to ground floor. The applicant responds to each point in the Community Involvement Statement.

RESPONSE TO PUBLICITY AND CONSULTATION

The application was publicised by site notice, press notice and letters to individual neighbours (92 properties). In total (over two rounds of consultation), 28 contributors commented on the application with 20 objectors, 5 contributors making general representations and 2 in support. The first period of consultation was carried out in October 2021. 18 representations were received- 14 objections, 3 neutral comments and 1 comment in support of the proposal, as summarised below:

Objections:

- No parking provision for residents or provision for deliveries;
- Excessive density;
- Impact on neighbouring properties- light and privacy- especially balconies to rear;
- Concerns regarding management of waste;
- Clarity sought over landscape boundary treatment to adjacent residential property and landscaping generally to soften the landscape and improve the flora, also the 'sedum roof' previously proposed to the rear extension;
- It is set out in the submission that construction works would require pavement closure for 18 months- this would prevent pedestrian access and be unsafe;
- Wildlife impacts of development;
- No consultation ***

Support:

- An adjacent resident is keen to see the existing unsightly scrap metal yard removed. The proposal to replace the (previously approved) ground floor commercial area with residential is supported in relation to those existing residents at the eastern end of Berkeley Road;
- The addition of a garden area is a positive change provided well-maintained in perpetuity;
- Support the good-sized area for bins/ cycle store to the rear of the site;
- Restoration of a dilapidated building;

Neutral:

- Generally supportive of the design of the north elevation though seek soft landscaping to the north elevation. Object to the south and west facing balconies to first and second floors. Soft landscaping to be clearly specified. Parking concerns.

Following the amendments to the application set out above, a second period of consultation was carried out in March/ April 2023. 14 representations were received (from 11 objectors and 1 supporter). The comments received are summarised as follows (for full comments please refer to the public website):

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- Proposal is almost double the number of flats of the previous approved scheme;
- High density and cramped;
- Negative impact on neighbours including light and privacy;
- Overbearing and oppressive, building block too deep in relation to 4a Berkeley Rd;
- Poor quality living environment of proposed dwellings- single aspect and north-facing;
- Design: red brick is not typical of Berkeley Road; render would be preferable. Glazing excessive to some flats;
- No parking proposed, no car club provision and poor public transport with addition of 17 to 34 extra vehicles.
- The site is just outside the existing Residential Parking Zone (RPZ) and already affected by pre-existing highway problems on Berkeley Road including overparking, dangerous parking, speeding, commuter rat-run, dangers to pedestrians including school children and pollution; particularly near junction with Gloucester Road- the proposal would add to this;
- No affordable housing provision;
- Inadequate greenery- garden and hedges should be required;
- Construction must ensure pedestrian movement;
- Inconsistencies in drawings; ****

Support:

- The proposed development would be an improvement to the site and area;

LOCAL AMENITY GROUPS

The Bristol Tree Forum (summarised- please see full comment online- 6 Oct 2022) submitted an enquiry regarding the application and the Heras fencing erected around the site and commenting that the recently-planted street tree outside the site that they had fought to save was still looking damaged. The Arboricultural Impact Assessment (AIA) for the application shows replacement of the tree further up the street and the BTF enquired as to tree officer comments on the application and whether the tree could be protected.

The Bishopston Cotham and Redland Street Scene Group (full comment- 16 Aug 2021)- Objection to the application:

“BCR SSG note that the principle of residential development on this site is already established by the approved application 20/00022/F. This revised proposal will create unacceptable standards of residential accommodation and we object to the application.

The change from a smaller number of individual units with waste and recycling storage on the front of the building to a much larger number of flats with a poorly-located bin store at the rear of this site is not acceptable. Good management of waste and recycling is important to reduce the negative impact of densification of residential areas; location of the bins and containers so that they are easily accessible will reduce the likelihood of bins and boxes being left on streets and of fly-tipping. This is a health consideration as well as a convenience issue as set out in DM32.

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We object to the retention of car parking bays in front of the residential accommodation for business use given the much-reduced floor area of the showroom and the moving of goods storage off site. This area should be used to make a more appropriate setting for ground floor residential accommodation as a buffer area from the street with appropriate planting including small trees, and to allow location of waste and recycling and cycle stores at the front of the building.

This location at this busy junction is not ideal for residential accommodation, particularly at ground floor level where air quality from particulates from traffic is poor, so more consideration to providing a standard of accommodation which does not contribute to mental and physical health issues for future residents must be given. DM14. Relocating the waste and recycling storage to the Berkeley Road front of the building will free up the ground level area at the rear of the building to create a private amenity space for the residents of the flats. Inclusion of tree and shrub planting will improve the air quality for residents at this busy junction where vehicles wait at traffic lights. Access to the rear open space from the residential accommodation is poor. Consideration to creating a direct access from the hall and stairway should be given.

The depth of the proposed residential building means that a number of North-facing single-aspect flats are created. This is unsatisfactory and contrary to the provisions of Policy DM 29 which states that new residential development should provide dual aspect where possible particularly where one of the aspects is north facing. The proposed layout includes a particularly unacceptable flat at ground floor level which is single aspect north facing with bedrooms facing towards the street which does not comply with aim for active frontages, natural surveillance, and appropriate levels of privacy, outlook and daylight. DM 29. The outlook for residents is onto the parking bays for visitors to the shop so windows will look onto visitors and delivery vehicles, which will be coming and going from the parking bays all day. This will exacerbate the already polluted air. The proposed development will fail to promote and enable a healthy living environment DM 14. The 2nd floor level flats in the roof of the chapel above the retained showroom section are very poor-quality residential accommodation. The narrow dormer windows with solid cheeks will give a very low level of natural light and ventilation and one of the two units is another single aspect north-facing unit. The other unit faces east onto Gloucester Road and again is a single aspect unit. The proposed roof lights will not make up for this poor-quality lighting and ventilation provision nor the restricted views available from the narrow dormer windows. We note that one of these flats are already included in the approved scheme. We cannot see how this conforms with DM14 or DM29.”

The Conservation Advisory Panel commented as follows (full comment 29 Aug 2021)- neutral response to the application:

“The Panel recognises that there is an existing planning consent for this site and that externally only relatively minor changes to that consent are proposed. The principal contribution of this building to the Conservation Area is its form and massing. The proposed new dormers on the east side would interrupt the sloping roof on the Gloucester Road elevation and harm the building's appearance and should be omitted.”

LOCAL COUNCILLOR CORRESPONDENCE

As set out above, Local ward Member for Redland Ward, Councillor Fodor has referred the application to Development Management Committee (see reasons given above).

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CASE OFFICER RESPONSES TO PUBLIC CONSULTATION

INTERNAL CONSULTATION (BRISTOL CITY COUNCIL CONSULTEE ADVICE)

Please note that these are summarised comments and full comments can be viewed online for most responses unless stated otherwise:

The Urban Design Team advised (verbal comment given) that they would support the scheme on balance subject to conditions.

The Conservation Officer has commented as follows (full comment below): - I am satisfied that there is no greater heritage impact than the previously consented scheme 20/00022/F, so would support the proposals subject to the application of the conditions previously applied.

The proposed dormer windows to be introduced on the north roof slope of the former chapel do have a degree of impact on the architectural character of the historic building. The impact is very low and proportionate to bringing the building into a new viable use. The overall impact is considered offset by the public benefits of the scheme, preserving the building as a landmark within the Conservation Area. of restoration, adaptation, and reuse of the buildings, the provision of new residential accommodation, and the environmental benefits to the Conservation Area. Any approval should be conditioned to require detailed designs of the dormers and windows to ensure the appearance is appropriate, and minimise the impact as far as practical.

The Housing Strategy and Enabling Team advises that (summarised- full comment online): The applicant submitted a viability assessment which has been externally assessed. The external consultant concluded that 4 affordable housing units should be provided. In order to deliver affordable homes on site we are agreeable to 4 x 1b2p flats as First Homes. These are flat number 3, 4, 7 and 12.

Nature Conservation Officer (summarised) has raised no objection to the proposal and confirmed that the protected species survey is acceptable and up-to-date.

The Pollution Control Officer raises no objection to the proposals subject to conditions regarding noise insulation (summarised).

Air Quality has commented as follows (full comment):- No air quality assessment is submitted, but I have no objections on the grounds of air quality. In the most recent representative year, a nearby NO2 monitoring site recorded an annual mean of 38.3 ugm-3 in 2019 (limit is 40). Future concentrations are likely to decrease further, so it is unlikely that new exposure will be introduced, especially as the proposed ground floor is retail, and the facade is further away from the road than the monitoring site. I have no objection to the development on air quality grounds.

Flood Risk Manager has commented as follows (full comment):- The drainage strategy proposed for this development is generally quite good. The discharge rate of 5l/s and storage volume of 51m3 are fine. It seems Wessex Water have previously been consulted about this but confirmation of the sewer connection would be required. The use of permeable paving, a green roof and planters is also good, we would however like to view more detail of these if possible. As Wessex Water have confirmed acceptance of the proposed flow rates entering the sewer system applying the SuDS condition to cover the outstanding SuDS requirements would be acceptable. With the offsite discharge rate and outlet agreed the remaining details could be confirmed at a later stage through condition.

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EXTERNAL CONSULTATION (CONSULTEE ADVICE)

Wessex Water has input on the application and advised the applicant regarding the public surface water sewer connection.

HSE - Fire Safety has commented as follows:- We became a statutory consultee on 1st August 2021. We cannot comment on planning applications from local planning authorities submitted prior to that date (unless a subsequent application, after 1st August 2021, is made under section 73 of the Town and Country Planning Act 1990). Therefore, on this occasion we will not be able to provide a response to this application." (This case was validated on 27/07/21 according to the records provided).

RELEVANT POLICIES

National Planning Policy Framework – July 2021

Bristol Local Plan comprising Core Strategy (Adopted June 2011), Site Allocations and Development Management Policies (Adopted July 2014) and (as appropriate) the Bristol Central Area Plan (Adopted March 2015) and (as appropriate) the Old Market Quarter Neighbourhood Development Plan 2016 and Lawrence Weston Neighbourhood Development Plan 2017 and the Hengrove and Whitchurch Park Neighbourhood Development Plan 2019.

In determining this application, the Local Planning Authority has had regard to all relevant policies of the Bristol Local Plan and relevant guidance.

EQUALITIES

The public sector equalities duty is a material planning consideration as the duty is engaged through the public body decision making process.

"S149 of the Equalities Act 2010 provides that a public authority must in the exercise of its functions have due regard to:-

- (a) eliminate discrimination, harassment, victimisation and any other conduct prohibited under the Act
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- (c) foster good relationships between persons who share a relevant characteristic and those who do not share it.

During the determination of this application due regard has been given to the impact of the scheme upon people who share the protected characteristics of age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The proposal will provide a mix of housing size and tenure to reflect identified need to include a number of smaller units, 4 of which would be categorised as affordable (First Homes). The access to the majority of dwellings will be at an acceptable gradient and a disabled parking space is provided. It is considered that there will be a positive impact on equalities.

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KEY ISSUES

(A) SUSTAINABLE DEVELOPMENT

The National Planning Policy Framework (NPPF, 2019) states that "the purpose of the planning system is to contribute to the achievement of sustainable development". This includes economic, social and environmental objectives. NPPF Paragraph 11 (c) and (d) relate to the presumption in favour of sustainable development in decision-taking (i.e. as opposed to plan-making). They state that decisions should apply a presumption in favour of sustainable development, which means:

(c) approving development proposals that accord with an up-to-date development plan without delay; or

(d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date (8) , granting permission unless:

(i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed (7) ; or

(ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Footnote (7) refers to assets of particular importance. In this case, the only relevant asset of those listed, is that of the Gloucester Road Conservation Area, a designated heritage asset.

Footnote (8) relating to the term 'out-of-date' states this includes "where the local planning authority cannot demonstrate a 5 year supply of deliverable housing sites (with the appropriate buffer, as set out in paragraph 74); or where the Housing Delivery Test indicates that the delivery of housing was substantially below (less than 75% of) the housing requirement over the previous 3 years." Please refer to Key Issue B '*Proposed residential use and housing delivery test*' for further assessment of this matter.

Local Plan Policy DM1 (Presumption in Favour of Sustainable Development) outlines that the city's approach to development proposals will generally be positive and reflective of the presumption in favour of sustainable development as referenced throughout the NPPF.

The considerations of whether the proposal would accord with the development plan and whether the development can be considered up-to-date are covered in the following Key Issues.

(B) PRINCIPLE OF DEVELOPMENT – EXISTING AND PROPOSED LAND USES

Proposed residential use and the Housing Delivery Test

On 19 January 2021, the government published the results of its 2020 Housing Delivery Test, which aims to measure how effectively each local authority is delivering housing against NPPF requirement to demonstrate a five-year supply of deliverable housing sites plus five per cent land supply buffer as standard. Bristol was found to be delivering only 72% of the housing requirement. The penalties for this will be that Bristol will have to provide a "buffer" of sites for 20% more homes than are needed to meet their five-year target, will be required to produce a Housing Action Plan (which has been produced), and the presumption in favour of development in the NPPF will apply.

In view of the fact that the LPA is not able to demonstrate a five-year housing land supply, the current policies are deemed out of date, and paragraph 11(d) of the NPPF, and the 'tilted balance' is engaged.

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As set out under Key Issue (A) above, applying the ‘tilted balance’ to this application involves two aspects to understanding whether planning permission should be granted, which (as taken from NPPF paragraph 11 (d)) in this case can be summarised as:

- i. Whether the application of policies in the NPPF that protect Conservation Areas provide a clear reason for refusing the proposal;
- ii. Whether any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

In relation to point i. it has been identified that the only asset of relevance in this case would be the Gloucester Road Conservation Area. As covered below by Key Issue (G) *Urban Design and Heritage* below, the proposal is deemed to preserve and enhance the character of the Conservation Area and therefore meets the test of point i.

In relation to point ii. the question for this application is therefore, would any adverse impacts of granting planning permission significantly and demonstrably outweigh the benefits of providing housing? These matters are covered in detail below.

Local planning policy relating to housing proposals can be summarised as follows. Policy BCS5 ‘Housing Provision’ sets out the Core Strategy’s aim ‘...to deliver new homes within the built up area to contribute towards accommodating a growing number of people and households in the city’, and highlights that the ‘...minimum target will be 26,400 homes between 2006 and 2026’. Further, policy BCS5 identifies that the ‘...development of new homes will primarily be on previously developed sites across the city’. The development would contribute to the minimum new homes target discussed in policy BCS5 and would provide housing in a built-up area, as envisaged by the policy.

Policy BCS20 ‘Effective and Efficient Use of Land’ seeks to ensure that all developments maximise the use of previously developed land. The key expectation of the policy is that development uses land efficiently, achieving densities appropriate for the respective site. The policy expects appropriate densities for sites to be informed by the characteristics of the site, the local context, the site’s accessibility, the opportunities for a mix of uses across the site, the need to provide an appropriate mix of housing to meet the community’s needs and demands, and the need to achieve high-quality, well-designed environments.

Policy BCS10 (Transport and Access Improvements) of the Core Strategy states that development proposals should be located where sustainable travel patterns can be achieved, with more intensive, higher density mixed use development at accessible centres and along or close to main public transport routes. Proposals should minimise the need to travel, especially by private car, and maximise opportunities for the use of walking, cycling and public transport.

In common with policy BCS5 and BCS20, the NPPF also promotes the effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions (paragraph 119). Further, paragraph 120d of the NPPF expects planning decisions to amongst other things, ‘promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained, and available sites could be used more effectively...’.

To summarise, as a proposal for new homes; the presumption in favour of sustainable development and ‘tilted balance’ is applicable in the light of the Housing Delivery Test results and the current absence of a five-year supply.

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To justify a refusal of planning permission, it would be necessary to demonstrate that any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Redevelopment of the site for residential use to include a mix of dwellings and retail use is consistent with the Local Plan, the direction of emerging policy in the Local Plan Review March 2019 and the NPPF. The site is within a highly sustainable location close to local facilities and good public transport links adjacent to an existing residential area and is therefore an appropriate location for residential development. The principle of the residential-led redevelopment of the site would therefore be acceptable.

Together with this Key Issue, the remaining report assesses the development against the development plan, along with other material considerations, including the NPPF, culminating in a consideration of the planning balance, where any adverse impacts of the granting planning permission are weighed against its benefits, when assessed against the policies in the NPPF when taken as a whole.

Loss of retail floorspace

The existing site comprises over 800sqm of retail and ancillary space. Approved application 20/00022/F (extant until 15.02.24) includes an extension of the existing retail use into the rear yard of the site creating a larger retail space on ground floor (retail area – 645sqm, office – 42sqm) and retaining the retail area on the first floor (260sqm). On the second floor, additional office space is also provided (approx. 75sqm). This equates to an overall increase in retail area of 265sqm and a total of over 900sqm.

The current application proposes to retain 254sqm of retail space at ground floor to the Gloucester Road frontage with 1192.4sqm of residential use. The proposal relocates the main entrance to the retail area onto Gloucester Road to enhance the businesses presence in the street and locality.

Section 7 of the NPPF (Ensuring the vitality of town centres) states planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation.

The site is located within the designated Gloucester Road Town Centre as identified on the Site Allocations and Development Management Policies Local Plan (SADMP) Policies Map but is outside of the Primary Shopping Area and Secondary Shopping Frontages (Policy DM8 of the Bristol Site Allocations and Development Management Policies applies to these designations).

Policy BCS7 of the Bristol Core Strategy states that uses which contribute to maintaining the vitality, viability and diversity of centres will be encouraged. Active ground floor uses will be maintained and enhanced throughout the centres. Retail shop uses will predominate in the designated primary shopping areas of the City and Town Centres, supported by a wider range of appropriate uses in the other parts of these centres.

The loss of retail floor area in this location would be acceptable given that the site lies outside primary shopping area and secondary shopping frontage. In addition, the remaining retail floor area would be enhanced with new entrances onto Gloucester Road thereby contributing to an active frontage and the vitality of the area.

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Policy BCS20 (Effective and Efficient Use of Land) states that new development will maximise opportunities to re-use previously developed land. Where development is planned opportunities will be sought to use land more efficiently across the city. Imaginative design solutions will be encouraged at all sites to ensure optimum efficiency in the use of land is achieved. Higher densities of development will be sought:

- i. In and around the city centre;
- ii. In or close to other centres;
- iii. Along or close to main public transport routes.

For residential development a minimum indicative net density of 50 dwellings per hectare will be sought. Net densities below 50 dwelling per hectare should only occur where it is essential to safeguard the special interest and character of the area.

The Urban Living SPD (2018) outlines the Council's approach to delivering residential development of a high quality at higher densities. This document indicates that densities of 120units per hectare will be targeted within urban settings within the 'Inner Urban Area' such as this site. The Urban Living SPD (UL SPD) states: "The Inner Urban Area broadly comprises the city's Georgian and Victorian neighbourhoods, most of which fall within a 20-minute walk of the city centre in either a northerly, easterly or southerly direction. (Figure 2 map of the UL SPD refers).

Policy encourages effective and efficient use of land, particularly in maximising opportunities to re-use previously developed land within designated centres and along or close to major transport corridors. As discussed above, the site is located within the designated Gloucester Road Town Centre and benefits from very good public transport accessibility. The site is therefore well suited to accommodating higher density forms of residential development. Residential development at this location would encourage future occupants to primarily walk, cycle and use public transport, rather than owning a private car. More effective and efficient use of underutilised land in this location to deliver housing to meet local needs is supported and encouraged by policy. Residential development of this site to achieve higher densities is therefore supported.

The Urban Living Supplementary Planning Document (UL SPD) states that "Whilst ultimately it's the design outcome that is key, rather than the density figure, understanding density levels is useful. An unusually high or low density for the location should suggest further consideration of the brief and the aim of the scheme, together with additional scrutiny of elements that are made more complex by higher density."

Using the UL SPD calculation method for density, the scheme has been calculated as a density of 95 dwellings per hectare (dph). This would meet the minimum indicative net density of 50 dwellings per hectare specified by Policy BCS20 and would be similar to the density of 120dph targeted for the 'Inner Urban Area'. As set out within the supporting text to Policy BCS20, this is similar to streets of terraced housing such as in Southville (85dph) or Totterdown (120dph). The approach to density is therefore considered to be policy compliant and in keeping with the transitional character of the area and adjacency to the more densely developed Gloucester Road, with its commercial character.

(D) HOUSING MIX AND BALANCE

Policy BCS18 (Housing Type) of the Core Strategy states that all new residential development should maintain, provide or contribute to a mix of housing tenures, types and sizes to help support the creation of mixed, balanced and inclusive communities.

To achieve an appropriate tenure, type and size mix the development should aim to:

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- Address affordable housing need and housing demand;
- Contribute to the diversity of housing in the local area and help to redress any housing imbalance that exists;
- Respond to the requirements of a changing population;
- Employ imaginative design solutions.

2021 Census data can be a useful indicator of existing housing mix and balance. The relevant indicators are summarised below:

Redland ward

- 41% living in flats, maisonettes or apartments (35% for Bristol, 22% England and Wales).
- 40% of households have 4 or more bedrooms, 24% 3 bedrooms, 22% 2 bedrooms, 15% 1-bedroom.
- 26% one person households.
- Household ownership- 65% (outright or with mortgage), shared ownership- 0.3%, social rented- 3%, private rented- 31%

Berkeley Road South Lower Super Output Area (LSOA) (neighbourhood level)

- 28% living in flats, maisonettes or apartments (35% for Bristol, 22% England and Wales), 71% in houses.
- 44% of households have 4 or more bedrooms, 28% 3 bedrooms, 16% 2 bedrooms, 12% 1-bedroom.
- 25% one-person households, 31% two-person households, 17% 3-person households, 17% 4-person households, 6% 5-person households, 2.5% 6 or more person households.
- Household ownership- 67% (outright or with mortgage), shared ownership- 0.2%, social rented- 2%, private rented- 31%

The proposal is for flats and given that the predominant housing type in the ward and LSOA is houses, this would contribute to the housing diversity of the area. The housing mix in terms of sizes would also be acceptable in light of the data- see summary below- and would help to increase the availability of smaller properties.

The proposed residential development in this instance would comprise a flatted scheme including a total of 17 flats comprising:

- 1 bedroom x 7 (1 bedroom 2 person x 7)
- 2 bedroom x 7 (2b3p x 3 2b4p x 4)
- 3 bedroom x 3 (3b6p x 1 and 3b4p x 2 which would be only 3sqm below the space standard for a 3b5p home).

Overall, the development proposes to take an inefficiently managed and underutilised town centre retail site and develop it to deliver an appropriate mix of retail and residential use and more efficient use of previously developed land in a sustainable location. This would have both social, economic and environmental benefits.

(E) AFFORDABLE HOUSING PROVISION

The Council's planning policies for affordable housing in Bristol are set out in Policy BCS17: Affordable Housing Provision in the Core Strategy Local Plan (Adopted June 2011), and Policy DM3: Affordable Housing Provision: Smaller Sites in the Site Allocations and Development Management Policies Local Plan (Adopted July 2014). Further guidance on the Council's affordable housing policies is set out in the Affordable Housing Practice Note 2022 (AHPN).

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The site falls within Redland ward, which is in Inner West Bristol. In accordance with policy BCS17 the site is required to deliver 40% affordable housing, which is 6.8 units out of the 17 homes being delivered.

The application submission stated that the provision of affordable housing would be unviable. Following submission of a viability assessment and its review, it has been established that affordable housing can be provided, albeit not at the level or tenure specified in the policy (40%).

The Council's Housing Enabling Manager has indicated that given the small number of properties comprised in the development, and the fact that housing associations are unlikely to be interested in taking only a few units within a predominantly open market block, they would not require the provision of social rent or shared ownership on-site affordable housing. Instead, they advised that the Council accept the provision of First Homes, sold at a 30% discount to open market value.

It has been agreed by the applicant that 4 First Homes be included within the scheme, sold at 30% discount to open market value. In order to deliver affordable homes on site it has been agreed that 4 no. 1b2p be provided as First Homes. These are flat numbers 3, 4, 7 and 12 as shown on plan and would be secured through section 106 planning agreement in accordance with the relevant terms.

(F) TRANSPORT AND HIGHWAY MATTERS

The National Planning Policy Framework (NPPF) paragraph 104 (in summary) seeks that development take account of:

- Impact on transport networks;
- Opportunities from existing/ proposed infrastructure;
- Promotion of walking/ cycling/ public transport;
- Environmental impact and mitigation;
- Patterns of movement, streets and parking to contribute to high-quality places.

Paragraph 105 of the NPPF states that "Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes."

NPPF Paragraph 111 states that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

Para. 112 states that applications should (summarised):

- (a) Give priority to pedestrian and cycle movements;
- (b) Address the needs of people with disabilities/ reduced mobility in relation to all modes of transport;
- (c) Create safe, secure, attractive places- which minimise conflict between users, avoid unnecessary street clutter, and respond to local character and design standards
- (d) Allow for the efficient delivery of goods, and access by service and emergency vehicles;
- (e) Be designed to enable charging of plug-in and other ultra-low emissions vehicles in safe, accessible and convenient locations.

Policy BCS10 (Transport and Access Improvements) of the Core Strategy states that development proposals should be located where sustainable travel patterns can be achieved, with more intensive higher density mixed use development at accessible centres and along or close to main

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public transport routes. Proposals should minimise the need to travel, especially by private car, and maximise opportunities for the use of walking cycling and public transport. It goes on to state that developments should be designed and located to ensure the provision of safe streets and reduce as far as possible the negative impacts of vehicles such as excessive volumes, fumes and noise. Proposals should create places and streets where traffic and other activities are integrated and where buildings, spaces and the needs of people shape the area.

The following hierarchy for transport user priorities is set out:

- a) The pedestrian;
- b) The cyclist;
- c) Public transport;
- d) Access for commercial vehicles;
- e) Short stay visitors by car;
- f) The private car.

Policy DM23 (Transport Development Management) of the SADMP outlines that new development should not give rise to unacceptable traffic conditions and will be expected to provide safe access to the highway network. The policy also outlines that new development should be accessible by sustainable transport methods such as walking, cycling and public transport. Furthermore, the policy sets standards for parking provision. These can be found at Appendix 2 of the SADMP document. The parking standards are maximum levels for car parking and minimum levels for cycle parking.

Policy DM32 (Recycling & Refuse Provision in New Development) of the SADMP outlines that all new development should provide bin and recycling storage facilities fit for the nature of development, with adequate capacity for the proposed development, in a location which is safe and accessible for all users and does not harm the visual amenity of the area or neighbouring amenity.

The site is located to the western side of Gloucester Road within Redland ward. This is approximately 1.4km north of the city centre boundary. Gloucester Road (A38) is a major arterial route providing access to the city from the northern suburbs and beyond. Gloucester Road is served by a range of bus services. There is a north and outbound stop outside Bishopston Library immediately south of the site. South and inbound services are accessible by stops 200m from the site. The site is also around 1km from Redland or Montpelier Rail Stations which provide a further public transport option to access neighbouring suburbs, the city centre and the wider national rail network. The site is also located within a designated town centre which includes a range of shops, services and facilities. Given the proximity, it would be convenient for residents to shop and make use of local services and facilities on foot. The site would represent a sustainable and policy compliant location for the development proposed.

The application proposal is for 3 car parking spaces to serve the retail units(s) with 1 disabled car parking bay to serve the residential flats (as required by policy). 26 secure and covered cycle parking spaces are proposed within a bike store to the rear of the property.

Local policy standards relating to car parking levels are maximum levels and there is no minimum residential parking requirement. Minimum thresholds are however specified for cycle parking and disabled parking. The standard for the cycle parking is 27 spaces, however the proposed cycle store appears able to accommodate a further cycle stand, and this can be secured by condition.

Provision of a car club parking space would not be sought for a development of this size, nor would a dedicated servicing bay as there is no policy standard requiring this. The nearest existing car club space is shown (Travelwest) to be approximately 300m way on Effingham Road.

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The existing arrangement has 10 off-street vehicle parking spaces serving the current retail unit. Planning permission 20/00022/F includes 8 no. parking spaces on the site to serve the retail use, with no on-site car parking provision for the residential development (9 flats).

Objection has been received from local residents/ interested parties regarding the quantum of residential development and lack of parking provision for the residential units, with existing parking and traffic pressures and associated highway safety concerns cited. Refer to 'Response to Publicity and Consultation' section for full details.

It is acknowledged that this is an area of traffic and parking pressure, particularly given that the site is not within a Residents Parking Scheme (RPS) but is located close to existing RPS areas (the site is approximately 0.5km north of the nearest RPS boundary). Such areas can be a focus for commuter parking.

2021 Census data for car ownership levels for flats within this Lower Super Output Area (the Berkeley Road South neighbourhood area), show 53% of existing households have 1 car, 8 % have two cars and 2% with 3 or more cars. For this development proposal, this would equate to approximately 11 cars total.

The extant permission allows for 9 new residential units without off-street parking (an estimated car ownership level of approximately 5 cars) so the assessment should be made based on the additional 8 residential units proposed over that level which would be an additional 6 cars requiring on-street parking. These are estimated levels based on existing Census data and for a site in such a sustainable location and for a car-free development, this level would be expected to be lower. Changes in working patterns particularly since the pandemic have also shown increases in people working from home, which may affect car ownership levels. The 2021 Census data for this ward (noting the likely impact of the pandemic on this data) showed 55% working mainly from home, 3% via bus/ minibus/ coach, 20% driving and 20% via 'active travel' modes.

The proposal would lead to the creation of on-street parking of 2-3 car parking spaces, where the existing off-street parking would be removed. A tracking diagram for a fuel tanker to enter the adjacent petrol filling station has demonstrated the extent of on-street parking space creation possible. A Traffic Regulation Order (TRO) for parking restrictions along the site's frontage would be required (at a cost of £6,310 to be secured via section 106 agreement).

In regard to highway safety, local junctions currently have parking restrictions maintaining safety at these points and TDM advises that the additional car parking demand would not be concluded to result in an unacceptable impact upon the highway or to result in a highway safety issue. An advice note would be recommended to alert future purchasers that should the site become part of a future RPS, that as a car free development, they may not be eligible for a parking permit.

The Council's Transport Development Management Team (TDM) advises that they "acknowledge the constrained parking in this location. The site is considered to be situated in a sustainable location given the range of bus services in close vicinity, range of local amenities and ability to cycle and walk to a number of destinations in a short period of time. On this basis and given the local and national policy in favour of supporting development in sustainable locations to reduce reliance on the private car TDM are content and raise no concern regarding the lack of parking for residents."

The applicant would be required to carry out the following highway works to be secured via condition and section 278 agreement post-planning:

- Reconstruct the footway along the length of the site;
- Install pennant kerbing along the site frontage;
- Upgrade or install street lighting;

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- Remove the small existing street tree on Berkeley Road and replace with a new tree and tree pit;

Bristol Waste has reviewed the proposed plans and confirms the acceptability of the proposed access arrangements. The exact proposed waste bin provision would be specified by Bristol Waste prior to occupation however the plans demonstrate that there is sufficient space for the necessary waste storage. A condition to secure final details is recommended.

A Construction Environmental Management Plan (CEMP) would be a condition requirement should permission be granted. Please refer to the proposed conditions list at the end of this report for details of all highway conditions recommended.

(G) URBAN DESIGN AND HERITAGE

The NPPF was revised in June 2021 to strengthen the requirement for good design. Paragraph 134 states:

Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:

- a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or
- b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings

New development is expected to establish a strong sense of place, and to be visually attractive as a result of good architecture, being sympathetic to the local character and history, while not preventing appropriate change (including increased densities).

In addition, requiring good design is at the heart of Bristol planning policy, and BCS21 expects a high quality design in all developments, which contributes positively to an area's character and identity, creating or reinforcing local distinctiveness. Policy DM26 requires new development to respond positively to the site, creating and enhancing public spaces and responding appropriately to height scale and massing of existing buildings. Policy DM27 requires development to achieve a coherent, interconnected and integrated built form, and to use trees and plants appropriate to the character of the area. Policy DM28 requires development to incorporate high quality and inclusive public realm, which is well surveilled and reduces crime and the fear of crime. Policy DM29 requires all new buildings to respond to their solar orientation, incorporate active frontages and clearly defined main entrances facing the public realm that emphasise corners and reinforce the most prominent frontages.

The Council's Urban Living SPD as well as the Development Brief both recognise the need to deliver at least 33,500 new homes by 2036. Urban Living SPD seeks to guide development towards creating compact, characterful and healthy urban areas, and to ensure that development contribute to healthy places and living environments for future residents.

The application proposal is largely the same design as the extant permission 20/00022/F, with the exception of additional dormer windows to the Gloucester Road elevation of the former chapel roof and additional landscaping and boundary treatments to Berkeley Road where off-street parking

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would be replaced by landscaped areas. The new-build element would have the same ‘envelope’ as that already approved.

Nonetheless, the Local Planning Authority is required (under Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990) to pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area. Where there is harm to a listed building or a conservation area the decision maker must give that harm considerable importance and weight.

The site is within the Gloucester Road Conservation Area (a designated heritage asset) and the Former Methodist Chapel is a locally listed building (a non-designated heritage asset).

Section 16 of the NPPF sets out the expectations for the role planning decisions should play in conserving and enhancing the historic environment. Where a development proposal would lead to less than substantial harm to the significance of a designated heritage asset (including a conservation area), this harm should be weighed against the public benefit of the proposal, including securing its optimum viable use (para. 202). The impact of a proposal on a non-designated heritage asset (the locally listed building) requires a balanced judgement having regard to the scale of any harm or loss of the significance of that asset (para. 203).

In addition, policy BCS22 states that: *“Development will safeguard or enhance heritage assets and the character and setting of areas of acknowledged importance including historic buildings both nationally and locally listed... and conservation areas.”* Policy DM31 requires that *“proposals affecting locally important heritage assets should ensure they are conserved having regard to their significance and the degree of harm or loss of significance”*.

Officers are satisfied that there would be no greater heritage impact than the previously consented scheme 20/00022/F and in fact there would be some enhancements through improved landscaping and street scene impact. The proposed dormer windows to be introduced on the north roof slope of the former chapel do have a degree of impact on the architectural character of the historic building. The impact is very low and proportionate to bringing the building into a new viable use.

The Council’s Conservation Officer has advised that they are satisfied regarding the heritage impact of the proposals. This takes into account (and gives great weight to elements of harm) the proposed part demolition of the locally listed building (which is kept to a minimum), demolition of the modern element that has a negative impact on the chapel building and conservation area, the overall enhancement of the chapel building proposed and other site enhancements including the public benefits of contribution to housing supply and street scene enhancement.

The Council’s Urban Design Officer has raised concerns about several aspects of the development in terms of urban living considerations (as set out within the Urban Living Supplementary Planning Document- SPD). These aspects include the long circulation corridors without natural light and ventilation and the proportion of single aspect units. However, on balance they support the application overall subject to conditions to secure detailed design elements including methods of security and reducing opportunities for crime. A condition is also recommended seeking confirmation that there is a contract in place to deliver full fibre broadband to the development.

(H) HEALTH AND SAFETY EXECUTIVE (FIRE SAFETY RISK)

The Health and Safety Executive Planning Gateway One system, set up following the Grenfell Tower tragedy, considers the fire safety risk of certain categories of new buildings through the planning process. This process applies to all applications registered after 1 Aug 2021. In this case, the application was registered prior to that date in July 2021. However, it is unlikely that this process

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would apply to this development in any event as it applies to buildings where the top-floor floor level is 18m or over and in this case, this measurement would be approximately 6.3m.

(I) RESIDENTIAL AMENITY- NEIGHBOURING AND FUTURE OCCUPIERS

This Key Issue considers the proposal's impact on neighbouring properties and future occupiers in accordance with development plan policies, which require consideration to matters of privacy, outlook, natural lighting, ventilation, and indoor and outdoor space (see policies BCS20, BCS21, DM27, and DM29). These policy expectations concerning existing neighbour's amenity are consistent with the NPPF, for example paragraph 130 of the NPPF which expects planning decisions to ensure new developments create places with a high standard of amenity for existing and future users. The Development plan policy and the Urban Living Supplementary Planning Document (UL SPD), both seek to ensure that existing and future occupiers are not prejudiced, while encouraging developments to make an efficient use of land.

Neighbouring occupiers

With the above in mind, it is important to ensure the application of daylight and sunlight assessments does not prejudice the development's ability to make an efficient use of the site to deliver housing, whilst also ensuring the development does not result in unreasonable impacts on neighbours, including unacceptable living standards for residential uses. It is therefore material to acknowledge that the site is very constrained in terms of where residential development can be successfully located.

Although this proposal involves an increase in the number of residential units proposed, this is achieved based on the same building envelope (the ground floor footprint has reduced compared to permission 20/00022/F and the upper floor footprints remains the same).

The key consideration is the relationship of the south elevation to neighbouring properties adjacent at 4 Berkeley Road and properties to the south within the library development, which have windows and terraces overlooking and immediately adjoining the application site. The proposal would maintain the same separation distance as the approved scheme and while two additional window openings are proposed these are minimal and the number of balconies compared to the approved scheme is also reduced. The proposed second floor balconies originally proposed by the current application have now been removed from the scheme. There would also be new ground floor openings created compared to the approved development, but these would be lower than adjacent terraces and windows so would not lead to overlooking. Opaque glazed privacy screens, 1.8m in height from roof level are proposed to the sides of the terraces to prevent direct overlooking towards neighbouring properties. These will be secured by condition.

In conclusion, whilst there are some tight relationships which result surrounding the site, these do not cause significant detriment to the overall quality of amenity at any adjacent property. Given the increased density which is encouraged by policy, some reduction in spaciousness is inevitable. The applicant has made amendments to the scheme in this instance to address areas of particular concern. Following these, it is concluded that the development would preserve an acceptable standard of amenity for all neighbouring occupiers in accordance with the requirements of national and local planning policy.

Future residents

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Policy DM29 (Design of New Buildings) of the SADMP states the design of new buildings should be of high quality. To achieve this, new buildings are expected to ensure that existing and proposed development achieves appropriate levels of privacy, outlook and daylight. New residential development should provide dual aspect where possible, particularly where one of the aspects is north-facing.

Within the proposed development, 13 units would be single aspect (76%). Of these, 8 flats would be south or east-facing and 5 flats would also have access to a small garden or balcony, improving the overall living environment.

The Urban Living SPD sets out recommended private amenity space provision based on 5sqm for a 1-2 person home and an additional 1sqm per additional occupant thereafter. Based on the proposal, this would be a total amenity space requirement of 104sqm. 7 of the homes would have external space that would meet the individual recommendation or nearly meet it – in the case of Flats 1 and 3, the balconies would be slightly below the space sought. The recommended amenity space calculation for the remaining flats (those without gardens or balconies) would be calculated to be 64sqm. The communal garden (measuring the main, useable space) would measure 67sqm in area, and though quite a constrained space, overall the proposed development would provide the recommended level of external amenity space albeit for the majority of units, this would be in the form of communal space. A landscaping condition is recommended relating to the detail of this space.

The SPD states that “Where sufficient private open space cannot be accommodated on site, due to identified constraints, proximity to existing open space may be considered.” The SPD also seeks provision for children’s playspace and provides a calculation for developments. This proposal has insufficient communal space to include specific children’s playspace, though one of the larger units would benefit from private external space of almost 60sqm. Furthermore, St Andrew’s Park is approximately 350m walk away (500m to the children’s play area).

Taking into account the particular constraints of the site and historic building as well as the wider benefits of the proposals, officers recommend that this represents an acceptable arrangement and approach to this particular site. The overall level of amenity provided to future residents would be acceptable. While the provision of more dedicated external space (private or communal) would be welcomed, it is recognised that this is difficult to achieve within the constraints of the site and given proximity to the amenities of Gloucester Road and the nearby St Andrews Park, this is acceptable.

The relevant space standards are the Ministry of Housing, Communities & Local Government, Technical housing standards - nationally described space standard (2015). These outline technical standards for application to all tenures of new housing across England. The standards set minimum internal areas which accommodation should provide relative to the number of future occupants. The development has been assessed against the standards and is compliant in all respects. This will ensure that the development delivers homes which offer sufficient space to accommodate the everyday living and needs of future occupants.

(J) SUSTAINABILITY

As embedded in the NPPF, sustainability should be integral to all new development, and should encourage opportunities for development to draw its energy supply from decentralised, renewable Item no. 1 Development Control Committee A – 24 August 2022 Application No. 21/06878/F : Land At Corner Of York Road And St Luke’s Road Bedminster Bristol BS3 4AD or low carbon energy supply systems. Core Strategy Policy BCS13 encourages developments to respond pro-actively to climate change, by incorporating measures to mitigate and adapt to it. BCS14 sets out a heat hierarchy for new development, and an expectation that new development will connect to existing

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CHP/CCHP distribution networks. The same policy also expects development to provide sufficient renewable energy generation to reduce carbon dioxide emissions from residual energy use in the buildings by at least 20%. BCS15 requires developments to demonstrate through a Sustainability Statement how they have addressed energy efficiency; waste and recycling; conserving water; materials; facilitating future refurbishment and enhancement of biodiversity.

The submitted Sustainability and Energy Statement updated during the course of the application has been assessed by the Sustainable City Team as being acceptable subject to conditions.

The key features of the proposed development in terms of addressing the sustainability policies include the provision of a communal air source heat pump system (ASHP) within the external space to the rear of the property. In addition, a solar photovoltaic array is proposed to the roof pitches. A condition to secure details of the noise output levels of the ASHPs is recommended, along with any noise mitigation that may be necessary.

An Overheating Assessment has been submitted for the units based on thermal modelling undertaken of the proposal. This is based on mechanical ventilation and heat recovery (MVHR) with built-in cooling and integral blinds across all units.

Such assessments are required to model for present-day temperatures but also expected future temperatures using predicted weather modelling for the years 2050 and 2080 (taking into account the design life of developments). In this case, the overheating assessment demonstrates that the proposal would meet requirements for the present-day but would require MVHR and external louvres or cooling to meet the 2050 and 2080 temperatures.

Further negotiation took place regarding the proposed external louvres (which allow windows at ground floor to be open at night while providing security and allow windows at other floors to be open at night while providing noise mitigation). It was advised that the external louvres proposed raised concerns in terms of visual impact (especially in terms of the former chapel) and amenity as they would prevent a view out of many rooms.

The subsequent Overheating Assessment then omitted these features and proposes MVHR, cooling (mechanical) and integral blinds to meet the overheating criteria for all units for the years 2050 and 2080. However, cooling is not policy compliant since it increases energy demand and associated CO₂ emissions so alternative approaches would be advised. The use of blinds to mitigate overheating is not supported as it relies on occupier intervention and can affect liveability if required to be closed for long periods.

In some cases where the mitigation measure is only required to pass criteria under the 2080 weather file and would require replacement prior to then anyway, it may be appropriate to identify this as a suitable retrofit measure whilst demonstrating that the building has been designed in such a way to accommodate it in the future. However, in this case mitigation is required to meet both the 2050 and 2080 weather files.

Alternative suggested approaches to addressing this issue include increasing natural ventilation (window openings/ ventilation louvres/ increasing thermal mass) or reducing the g-values of the windows to reduce solar gain. If these measures would be insufficient, additional measures including louvres/ external shading/ reducing the area of glazing may be acceptable. There may be alternative louvre/ shading options that would be acceptable to some residential units subject to detailed design considerations or other alternatives.

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The applicant was asked to respond to these alternatives and a summary and explanation of the key considerations is set out below:

- Building Regulations requires ground floor windows to be closed at night and window restrictors, which limit the amount of natural ventilation achievable;
- For ground floor rooms, agreement for windows to be open at night perhaps through some other security measures could be an option, external ventilation louvres with a more acceptable appearance could be explored or mechanical cooling (as proposed).
- Ventilation louvres (which allow ventilation while providing security as required to ground floor rooms or noise mitigation) would have a visual impact on the proposal. External louvres/shading would be unacceptable to the former chapel building, a heritage asset. While external louvres may be acceptable in visual terms to the new-build element and rear elevation if appropriately designed, those explored to date were unacceptable in visual terms (projecting 20cm from the window face and obscuring a view out of the windows of many rooms).
- By 2080, 2 complete service refits would be anticipated, with associated improvements in thermal efficiency and cooling benefits so these measures can be retrofitted later.

In summary, the matters have not been fully addressed to the satisfaction of the Sustainable City Team. However, it is clear that there are a number of constraints in terms of considerations for the site. Should Members be minded to recommend approval, it is advised that a suitable worded condition be attached requiring the various options to be explored further – please see recommended conditions list for appropriate wording. It should be noted that external alterations required may require further permission, however it may be possible to secure such alterations as amendments to any permission granted.

(K) TREES, LANDSCAPING AND NATURE CONSERVATION

Immediately outside the site on Berkeley Road is located a small street tree that has been replaced but is not thriving and has been damaged, presumably by vehicles. This street tree should be replaced with a new specimen and can be secured through the section 278 process.

A Biodiversity Net Gain Assessment is not an application requirement in this particular case due to the date of application submission (July 2021). However, based on the proposals it can be demonstrated that there would be a biodiversity net gain contained to the existing situation through provision of landscaping and tree planting. Relevant conditions would be required to secure the proposed landscaping and tree planting.

A bat and protected species has been carried out and is up-to-date and would be the subject of a planning condition should approval be granted (see recommended conditions).

(L) NOISE ASSESSMENT AND POLLUTION CONTROL

An Acoustic Report supports the application relating to the impact of traffic noise on future residents of the site. The Council's Pollution Control Officer raises no objection on this basis.

They recommend a planning condition relating to noise insulation between the ground floor commercial use and first floor residential use alongside a number of other general conditions- see full list below. A condition is also required to secure details of the proposed air source heat pumps in order to ensure that products with an appropriate noise level are selected.

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The site is in Flood Zone 1 and there are no objections on flood risk grounds. A condition is recommended in respect of sustainable drainage system (SuDS) requirements.

(N) CONTAMINATED LAND

The revised geotechnical report has been considered. The principal difference between this scheme with respect to the risks from contamination and that already permitted is the inclusion of soft landscaping areas to the rear of the premises. The proposed mitigation is acceptable, therefore if approved, a number of conditions are recommended.

(O) AIR QUALITY

The Council's Air Quality Officer has advised that monitoring data shows that compliance with objectives will be achieved in this location and therefore does not object to the application.

(P) PLANNING OBLIGATIONS

Planning obligations must accord with section 122 of the Community Infrastructure Levy Regulations 2010 and paragraphs 55 and 57 of the NPPF, in that a planning obligation may only constitute a reason for granting planning permission for a development if the obligation is:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

The following planning obligations would be required by this development proposal:

- i. Affordable housing- provision of 4 no. First Homes.
- ii. Traffic Regulation Order contribution for the provision of parking restriction outside the site- to be confirmed (sum of £6310.00)

Should Members determine to approve the application, officers would seek delegated authority to complete the section 106 agreement for the above obligations.

(Q) BENEFITS AND PLANNING BALANCE

Officers acknowledge the Government's 2020 Housing Delivery Test (HDT) results that indicate that the Council's delivery of housing was below (less than 75%) the housing requirement over the previous 3 years. Further, the Council currently cannot demonstrate a deliverable 5 year housing land supply. This means that the 'tilted balance' set out in NPPF paragraph 11(d)(ii) applies. Specifically, paragraph 11 makes it clear that plans and decision should apply a presumption in favour of sustainable development, with section (c) of this paragraph explaining that development proposals that accord with an up-to-date development plan should be approved without delay. However, section (d) goes on to explain that where there are no relevant development plan policies, or where the policies which are most important for determining the application are out-of-date, planning permission should be granted unless:

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- i. the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this NPPF taken as a whole.

There are a number of conflicts with the development plan specifically in terms of the number of single aspect units proposed and overheating considerations (Policies DM27, DM29, BCS13, BCS14 and BCS15). However, the overheating consideration can be dealt with via appropriate condition and the higher proportion of single aspect units is deemed to be off- set by the external amenity space and south-facing aspect of some of these units.

The fact that policies have to be considered out-of-date does not mean that they can carry no weight. To carry weight, policies must be consistent with the NPPF, as explained in its paragraph 213 which, amongst other things, explains that the closer the policies in the plan are to the policies in the NPPF, the greater the weight that may be given to them. As such, it is perfectly possible for policies which are deemed out-of-date for reasons of an inadequate housing land supply to still carry significant weight.

In this case, officers consider that to be the case here, as all the policies cited within this report for reasons to refuse the development are consistent with the NPPF. The policies referenced should therefore still all carry significant weight in the determination of this application. No policies covered by NPPF paragraph 11(d)(i) apply in this case, so the application should be determined in the context of NPPF paragraph 11(d)(ii).

Benefits would flow from approving this development, and these are acknowledged. The proposal would offer a contribution to housing supply, including affordable homes for which the presumption in favour of sustainable development and the tilted balance apply. This benefit therefor carries substantial weight. There would be benefits in terms of the restoration of the existing locally listed building and site, bringing it back into active use and the efficient use of the land. The proposal would represent an enhancement to the character and appearance of the Conservation Area and would include green infrastructure and biodiversity benefits. The redevelopment has been designed to current sustainability standards and would therefore provide residential accommodation with both environmental benefits and benefits to future residents in terms of health and energy costs, as well as a good level of cycle parking provision and well-designed waste storage. There would be benefits in terms of employment during the construction period.

The benefits of the proposal would be deemed to outweigh the minor conflicts identified and accordingly, it is recommended that permission is granted (subject to planning agreement) without delay.

(R) RECOMMENDATION

That the Applicant be advised that the Local Planning Authority is disposed to grant planning permission, subject to the completion, within a period of six months from the date of this committee, or any other time as may be reasonably agreed with the Service Director, Planning and Sustainable Development and at the Applicant's expense, of a planning agreement made under the terms of Section 106 of the Town and Country Planning Act 1990 (as amended), entered into by the Applicant to cover the following matters:

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- i. Affordable housing- provision of 4 no. First Homes.
- ii. Traffic Regulation Order contribution for the provision of parking restriction outside the site- to be confirmed (sum of £6310.00)

COMMUNITY INFRASTRUCTURE LEVY

The CIL liability for this development is £87,829.43, however social housing relief may be claimed on those residential dwellings included in the development that are either (a) to be managed by a Housing Association for the provision of affordable housing, or (b) First Homes.

RECOMMENDED GRANT subject to Planning Agreement

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

1. Full Planning Permission

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

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

Pre commencement condition(s)

2. Highway works - General arrangement plan

No development shall take place 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.

Reconstruction of the footway along the length of the site

Where applicable indicating proposals for:

- o Existing levels of the finished highway tying into building threshold levels
- o Alterations to waiting restrictions or other Traffic Regulation Orders to enable the works
- o Signing, street furniture, street trees and pits
- o Structures on or adjacent to the highway
- o Extent of any stopping up, diversion or dedication of new highway (including all public rights of way shown on the definitive map and statement)

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.

Prior to occupation these works shall be completed to the satisfaction of the Highway Authority and approved in writing by the Local Planning Authority.

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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 statutory processes); undertaken to a standard approved by the Local Planning Authority and are completed before occupation.

3. Construction Environmental Management Plan - Major Development

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

1. A construction programme including phasing of works and construction methodology;
2. 24 hour emergency contact number;
3. Hours of operation (including deliveries and removal of plant, equipment, machinery and waste from the site) plus procedure for emergency deviation from permitted hours;
4. Expected number, type and size of vehicles accessing the site including cranes;
5. Details of management of deliveries, waste, equipment, plant, works, visitors- the use of a consolidation operation or scheme for the delivery of materials and goods;
6. On-site facilities (i.e. portacabins) and locations for storage of plant/waste/construction materials;
7. Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
8. Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
9. Arrangements for the turning of vehicles, to be within the site unless completely unavoidable. Arrangements to receive abnormal loads or unusually large vehicles and swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
10. Any necessary temporary traffic management measures;
11. Measures to protect vulnerable road users (cyclists and pedestrians);
12. Arrangements for temporary facilities for any bus stops or routes;
13. Method of preventing mud being carried onto the highway;
14. Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
15. Travel planning: car sharing, use of local workforce, parking facilities for staff and visitors, a scheme to encourage the use of public transport and cycling;
16. Methods of communicating the Construction Environmental Management Plan to staff, visitors and neighbouring residents and businesses and procedures for maintaining good public relations including complaint management, public consultation and liaison. 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.
17. Arrangements for liaison with the Council's Pollution Control Team;
18. 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.
19. 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.
20. Measures for controlling the use of site lighting whether required for safe working or for security purposes.

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

4. Tree Protection and Arboricultural Method Statement

Prior to the commencement of the development hereby approved (including demolition and all preparatory work), a scheme for the protection of retained trees (including adjacent street trees), in accordance with BS5837:2012, including a tree protection plan (TPP) and an arboricultural method statement (AMS) shall be submitted to and approved in writing by the Local Planning Authority.

Specific issues to be dealt with in the TPP and AMS:

- a) Location and installation of services/ utilities/ drainage.
 - b) Methods of demolition within the root protection area (RPA as defined in BS5837: 2012) of the retained trees.
 - c) Details of construction within the RPA or that may impact on the retained trees.
 - d) A full specification for the installation of boundary treatment works.
 - e) A full specification for the construction of any roads, parking areas and driveways, including details of the no-dig specification and extent of the areas of the road, parking areas and driveways to be constructed using a no-dig specification. Details shall include relevant cross sections through them.
 - f) Detailed levels and cross-sections to show that the raised levels of surfacing, where the installation of a no-dig surfacing within Root Protection Areas is proposed, demonstrating that they can be accommodated where they meet with any adjacent building damp proof courses.
 - g) A specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing.
 - h) A specification for scaffolding and ground protection within tree protection zones.
 - i) Tree protection during construction on a TPP and construction activities clearly identified as a prohibited in this area.
 - j) Details of site access, temporary parking, on site welfare facilities, loading, unloading and storage of equipment, materials, fuels and waste as well as concrete mixing and use of fires.
 - k) Boundary treatments within the RPA.
 - l) Methodology and detailed assessment of root pruning.
 - m) Arboricultural supervision and inspection by a suitably qualified tree specialist.
 - n) Reporting of inspection and supervision.
 - o) Methods to improve the rooting environment for retained and proposed trees and landscaping.
 - p) Veteran and ancient tree protection and management.
- The development thereafter shall be implemented in strict accordance with approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: Required prior to commencement of development to satisfy the Local Planning Authority that the trees to be retained will not be damaged during demolition or construction and to protect and enhance the appearance and character of the site and locality, in accordance with DM17 and pursuant to section 197 of the Town and Country Planning Act

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5. Implementation/Installation of Retail Refuse Storage and Recycling Facilities - Shown on Approved Plans

Prior to the commencement of the development hereby approved, revised plans indicating a revised retail waste and recycling store to be located with external access and ventilation to the exterior has been submitted to and approved in writing by the Local Planning Authority.

No building or use hereby permitted shall be occupied or the use commenced until the retail unit refuse store and area/facilities allocated for storing of recyclable materials, as shown on the approved plans have been completed in accordance with the approved plans.

Thereafter, all refuse and recyclable materials associated with the development shall either be stored within this dedicated store/area, as shown on the approved plans, or internally within the building(s) that form part of the application site. No refuse or recycling material shall be stored or placed for collection on the adopted highway (including the footway), except on the day of collection.

Reason: To safeguard the amenity of the occupiers of adjoining premises; protect the general environment; prevent any obstruction to pedestrian movement and to ensure that there are adequate facilities for the storage and recycling of recoverable materials.

- 6 . Overheating Assessment

Prior to the commencement of the development hereby approved, a revised overheating assessment shall be submitted to and approved in writing by the Local Planning Authority to demonstrate alternative solutions to addressing identified overheating risks.

The development shall thereafter be carried out only in accordance with the approved details prior to the first occupation of the residential use and shall be maintained as such in perpetuity thereafter.

Reason: To ensure that the development contributes to mitigating and adapting to climate change and to meeting targets to reduce carbon dioxide emissions through reducing the need for cooling.

7. Details of Photovoltaics (PV)

1) Prior to commencement, details of the proposed PV system including location, dimensions, design/ technical specification together with calculation of annual energy generation (kWh/annum) and associated reduction in residual CO₂ emissions shall be provided within the Energy Statement.

2) Prior to occupation the following information shall be provided:

- Evidence of the PV system as installed including exact location, technical specification and projected annual energy yield (kWh/year) e.g. a copy of the MCS installer's certificate.
- A calculation showing that the projected annual yield of the installed system is sufficient to reduce residual CO₂ emissions by the percentage shown in the approved Energy Statement.

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Reason: To ensure that the development contributes to mitigating and adapting to climate change and to meeting targets to reduce carbon dioxide emissions.

8. Further details: Green roof

Prior to installation of the cycle store green roof hereby approved, a strategy for its implementation shall be submitted to and approved in writing by the Local Planning Authority. The strategy must include details relating to the extent, substrate depth, planting specification, installation method and the management and maintenance of the roof. The roof must then be installed in accordance with the approved strategy prior to first use of the extension and shall be maintained in accordance with the strategy in perpetuity unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to maintain the integrity and connectivity of the strategic green infrastructure network, a biodiversity net gain and ensure a satisfactory appearance to the finished building in accordance with Policies BCS9, BCS21, DM17, DM19, DM26, DM28 and DM29.

9. Further details: Construction/large scale elements

No development shall proceed above slab level until further details comprising construction sections and large scale detailed plans and elevations (to an appropriate scale) of the following elements, are submitted to and approved in writing by the Local Planning Authority.

- o Proposed chapel window reveals
- o Chapel clocks and clock tower roof
- o Chapel quoin details
- o Chapel dormers
- o Raised limestone window dressings
- o Extension typical windows
- o Extension typical doors
- o Extension stone/brick materials junction
- o Extension limestone banding
- o Extension roof eaves profile/barge board fascias
- o Residential entrances security measures and gates (main entrance and side access route) including technical specifications
- o Cycle store security measures and lighting including technical specifications

The development shall then be completed in full accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure the finished appearance of the building is of a high quality and responds appropriately to the character and appearance of the local area, including conservation area, avoiding harm to heritage assets in accordance with Policies BCS21, BCS22, DM26, DM28, DM29, DM30 and DM31.

10. Further details: Stone work

No development shall proceed above slab level until further details of typical stone work including pennant and limestone areas are submitted to and approved in writing by the Local Planning Authority. Details of quarry/source, colour, texture, typical face bond and pointing shall be supplied including samples as necessary. The development shall then be completed

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in full accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure the finished appearance of the building is of a high quality and responds appropriately to the character and appearance of the local area, including conservation area, avoiding harm to heritage assets in accordance with Policies BCS21, BCS22, DM26, DM28 and DM29, DM30 and DM31.

11. Further details: Materials

No development shall proceed above slab level until further details regarding proposed materials including manufacturer, specification, product information and samples (if necessary), demonstrating appearance, colour and texture of the following elements, are submitted to and approved in writing by the Local Planning Authority.

1. Red brick
2. Roof tiles
3. Coping stones
4. Cladding
5. Boundary walls
6. Paving
7. Privacy screens

The development shall then be completed in full accordance with the approved materials unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure the finished appearance of the building is of a high quality and responds appropriately to the character and appearance of the local area, including conservation area, avoiding harm to heritage assets in accordance with Policies BCS21, BCS22, DM26, DM28 and DM29, DM30 and DM31.

12. Contract for Redevelopment

Works for the demolition of the building(s) or part of the building forming part of the development hereby permitted shall not be commenced before a valid contract for the carrying out and completion of works of redevelopment of the site for which planning permission has been granted has been entered into, and evidence of that contract submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the demolition is followed by immediate rebuilding and to maintain the character and appearance of the Conservation Area.

13. Local Employment Opportunities

No development shall take place including any works of demolition until the developer/occupier enters into an agreement with the city council to produce and implement a strategy that aims to maximise the opportunities for local residents to access employment offered by the development. The approved strategy shall be undertaken in accordance with an agreed timetable.

Reason: In recognition of the employment opportunity offered by the early phases of the construction and operation of the development.

14. Protection of Retained Trees during the Construction Period

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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 in section 5.4 of the Arboricultural Impact Assessment by Barton Hyett, dated March 2020. Once installed photos should be electronically 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 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.

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.

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.

15. Sustainable Drainage System (SuDS)

No development shall take place until a Sustainable Drainage Strategy and associated detailed design, management and maintenance plan of surface water drainage for the site using SuDS methods has been submitted to and approved in writing by the Local Planning Authority. The approved drainage system shall be implemented in accordance with the approved Sustainable Drainage Strategy prior to the use of the building commencing and maintained thereafter for the lifetime of the development.

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

16. The Bat & Protected Species Survey (EcoLogic, 3rd April 2023 update Rev 03) is valid for 12 months only. If the works have not commenced within 18 months of the survey date, then the survey should be repeated and the results submitted to Bristol City Council for written approval in a report, prior to commencement. The survey report shall conclude whether the Ecological Mitigation and Enhancement Strategy should be updated, and if so, an updated EMES shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any works.

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The development shall then be undertaken in full accordance with the approved Ecology report/EMES.

Reason: To ensure legal and policy compliance with regard to valued ecological species and habitats as well as to invasive plant species.

17. Sound Insulation between residential flats and retail units on ground floor

No development shall take place until a scheme of noise insulation measures for the partition between the residential accommodation and the retail units on the ground floor has been submitted to and approved in writing by the Council.

The scheme of noise insulation measures shall be prepared by a suitably qualified acoustic consultant/engineer and shall take into account the provisions of BS 8233: 2014 " Guidance on sound insulation and noise reduction for buildings.

The approved scheme shall be implemented prior to the commencement of the use and be permanently maintained thereafter.

Reason: To safeguard the amenity of future occupiers

Pre occupation condition(s)

18. Air source heat pump specifications

No building or use hereby permitted shall be occupied or the use commenced until a report detailing the air source heat pump specifications and predicted noise levels along with any necessary acoustic screening has been submitted to and been approved in writing by the Local Planning Authority.

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

19. Artificial Lighting (external)

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

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

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

20. Further details: Bird/bat/bee boxes

Prior to first residential occupation of the extension hereby approved, detailed proposals must be submitted and approved in writing by the Local Planning Authority for the

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installation of one built-in house sparrow terrace, one built in swift brick, one built-in bee brick or box and two built-in bat boxes. Bird boxes shall be located on the north or east elevations of the extension. The location, specification, height and orientation of these features shall be shown on a site plan.

Bee bricks and bat boxes shall be located beneath eaves level on the south elevation of the building. Development shall be undertaken in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: To provide nesting opportunities for legally protected species and to ensure the development achieves a biodiversity net gain in accordance with national planning policy.

21. Reporting of Unexpected Contamination

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

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

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

22. Implementation of Approved Remediation Scheme

No occupation of the development, shall take place until the approved remediation scheme has been carried out in accordance with its terms. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

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

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.

23. Implementation/Installation of Residential Refuse Storage and Recycling Facilities - Shown on Approved Plans

No building or use hereby permitted shall be occupied or use commenced until the residential refuse store and area/facilities allocated for storing of recyclable materials, as shown on the approved plans have been completed in accordance with the approved plans.

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Thereafter, all refuse and recyclable materials associated with the development shall either be stored within this dedicated store/area, as shown on the approved plans, or internally within the building(s) that form part of the application site. No refuse or recycling material shall be stored or placed for collection on the adopted highway (including the footway), except on the day of collection.

Reason: To safeguard the amenity of the occupiers of adjoining premises; protect the general environment; prevent any obstruction to pedestrian movement and to ensure that there are adequate facilities for the storage and recycling of recoverable materials.

24. New works to match - Locally listed building

All new external and internal works and finishes, and any works of making good, shall match the existing original fabric in respect of using materials of a matching form, composition and consistency, detailed execution and finished appearance, except where indicated otherwise on the drawings hereby approved.

Reason: In order that the special architectural and historic interest of this locally listed building is safeguarded.

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

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

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

26. Completion of Pedestrians/Cyclists Access - Shown on approved plans

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.

Reason: In the interests of highway safety.

27. Installation of vehicle crossover - Shown on Approved Plans

No building or use hereby permitted shall be occupied or use commenced until drop kerbs has been installed at the carriageway edge and a vehicle cross-over constructed across the footway fronting the site in accordance with the approved plans and retained in that form thereafter for the lifetime of the development.

Reason: In the interests of pedestrian safety and accessibility

28. Completion and Maintenance of Car/Vehicle Parking - Shown on Approved Plans

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

The disabled parking bay shown on the approved plans shall be kept free of obstruction and available for the parking of residents registered disabled and allocated this space only.

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Reason: To ensure that there are adequate parking facilities to serve the development constructed to an acceptable standard.

29. Provision of Pedestrian Visibility Splays

No building or use hereby permitted shall be occupied or use commenced until pedestrian visibility splays of 2 metres x 2 metres to the rear of the footway, shall be provided at the vehicular access serving 4A Berkeley Road adjacent to the west of the site. Nothing shall be erected, retained, planted and/or allowed to grow at or above a height of 1 metre to the rear of the footway which would obstruct the visibility splay. The visibility splays shall be maintained free of obstruction at all times thereafter for the lifetime of the development.

Reason: To ensure motorists have clear and unrestricted views of approaching

30. Sound insulation of residential properties from external noise

All recommendations detailed in the Noise Assessments submitted with the application with regards to sound insulation and ventilation of residential properties shall be implemented in full prior to the commencement of the use permitted and be permanently maintained.

Reason: To ensure that the development achieves an acceptable standard of residential amenity for future occupiers.

31. Submission and Approval of Landscaping Scheme

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

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

Post occupation management

32. Transparent glazing

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and/or re-enacting that Order) the proposed glazing within the former Methodist Chapel at ground floor level adjacent to Gloucester Road shall be glazed with transparent (clear) glazing to a specification to be agreed with the Local Planning Authority and in accordance with all approved details and plans and shall be permanently maintained thereafter as transparent glazing.

Reason: To safeguard the visual amenity of the surrounding area and the activity of the designated Town Centre.

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33. Use Class Restriction

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and/or re-enacting that Order) the ground floor commercial unit hereby approved shall only be used for retail purposes (use class A1/Class E(a)) and for no other use within of The Town and Country Planning (Use Classes) Order 1987 as amended 1st September 2020, or any provision equivalent to that Class in any Statutory Instrument revoking and/or re-enacting that Order).

Reason: This use only is permitted and other uses, either within the same Use Class, or permitted by the Town and Country Planning (General Permitted Development) Order 2015 as amended are not acceptable to the Local Planning Authority in this location due to the scale and location. Any other use of the site would require independent assessment in relation to the impacts associated with the alternative use.

34. Sustainability and energy efficiency measures

The development hereby approved shall incorporate the energy efficiency measures, renewable energy, sustainable design principles and climate change adaptation measures into the design and construction of the development in full accordance with the energy and sustainability statements (Sustainable Energy Statement Revision E- 20 April 2022) prior to first occupation. A total 20.5% reduction in carbon dioxide emissions below residual emissions through renewable technologies (solar panels) shall be achieved.

Reason: To ensure the development incorporates measures to minimise the effects of, and can adapt to a changing climate in accordance with Policies BCS13 (Climate Change), BCS14 (Sustainable Energy), BCS15 (Sustainable Design and Construction) and DM29 (Design of New Buildings).

35. Restriction of noise from plant and equipment

The rating level of any noise generated by plant & equipment as part of the development shall be at least 5 dB below the background level as determined by BS4142: 2014 Methods for rating and assessing industrial and commercial sound.

Reason: To safeguard the amenity of nearby premises and the area generally.

36. Hours of Deliveries (Class E use only)

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.

Reason: to safeguard the amenities of neighbouring occupiers

37. Use of Refuse and recycling facilities

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.

Reason: To safeguard the amenities of nearby occupiers

38. Class E Use- Hours open to customers Monday - Saturday

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No customers shall remain on the retail premises (Use Class E) outside the hours of 08:00 to 23:00 on Monday to Saturday.

Reason: To safeguard the residential amenity of nearby occupiers.

39. Walls/Fences

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and/or re-enacting that Order) no fences, gates or walls shall be erected within the curtilage of the dwellinghouse(s) hereby permitted forward of any wall of the dwellinghouse(s) which fronts onto a road.

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

List of approved plans

40. List of approved plans and drawings

The development shall conform in all aspects with the plans and details shown in the application as listed below, unless variations are agreed by the Local Planning Authority in order to discharge other conditions attached to this decision.

3516 10B Proposed Site and Landscape Plan, received 9 March 2023
 3516 11C Proposed South and West Elevations, received 9 March 2023
 3516 1B Proposed Ground and First Floor Plans, received 9 March 2023
 3516 2B Proposed Second Floor and Roof Plan, received 9 March 2023
 3516 3C Proposed North and East Elevations, received 9 March 2023
 3516 4C Proposed Berkeley Road Strip Elevation, received 9 March 2023
 3516/ 3 Proposed bike store details, received 9 March 2023
 PL01 Location plan, received 20 July 2021
 PL15 Proposed section through link, received 20 July 2021
 PL16 Proposed section through chapel, received 20 July 2021

Reason: For the avoidance of doubt.

Advices

1 Traffic Regulation Order (TRO)

You are advised that a Traffic Regulation Order (TRO) is required. You must submit a plan to a scale of 1:1000 of an indicative scheme for a TRO, along with timescales for commencement and completion of the development. Please be aware that the statutory TRO process is not straightforward; involving the public advertisement of the proposal(s) and the resolution of any objections.

You should expect a minimum of six months to elapse between the Highway Authority's TRO Team confirming that it has all the information necessary to enable it to proceed and the TRO being advertised. You will not be permitted to implement the TRO measures until the TRO has been sealed, and we cannot always guarantee the outcome of the process.

We cannot begin the TRO process until the appropriate fee has been received. To arrange for a TRO to be processed contact the Highway Authority's Transport Development Management Team at transportdm@bristol.gov.uk

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N.B. The cost of implementing any lining, signing or resurfacing required by the TRO is separate to the TRO fees, which solely cover the administration required to prepare, consult, amend and seal the TRO.

2 Excavation Works on the Adopted Highway

The development hereby approved includes the carrying out of excavation works on the adopted highway. You are advised that before undertaking any work on the adopted highway you will require a Section 171 (Excavation) Licence from the Highway Authority which is available at www.bristol.gov.uk/highwaylicences

3 Restriction of Parking Permits - Future Controlled Parking Zone/Residents Parking Scheme

You are advised that the Local Planning Authority has recommended to the Highways Authority that on the creation of any Controlled Parking Zone/Residents Parking Scheme area which includes the development, that the development shall be treated as car free / low-car and the occupiers are ineligible for resident parking permits as well as visitors parking permits if in a Residents Parking Scheme.

4 Stopping Up/Diversion of Adopted Highway

You are advised that to facilitate the development an order must be obtained to stop up or divert the adopted highway under sections 247 and 248 of the Town and Country Planning Act 1990. Please see www.gov.uk/government/publications/stopping-up-and-diversion-of-highways or contact the National Transport Casework Team at nationalcasework@dft.gov.uk

5 Works on the Public Highway

The development hereby approved includes the carrying out of work on the adopted highway. You are advised that before undertaking work on the adopted highway you must enter into a highway agreement under Section 278 of the Highways Act 1980 with the council, which would specify the works and the terms and conditions under which they are to be carried out.

Contact the Highway Authority's Transport Development Management Team at transportDM@bristol.gov.uk allowing sufficient time for the preparation and signing of the Agreement. You will be required to pay fees to cover the council's costs in undertaking the following actions:

- I. Drafting the Agreement
- II. A Monitoring Fee equivalent to 15% of the planning application fee
- III. Approving the highway details
- IV. Inspecting the highway works

NB: Planning permission is not permission to work in the highway. A Highway Agreement under Section 278 of the Highways Act 1980 must be completed, the bond secured and the Highway Authority's technical approval and inspection fees paid before any drawings will be considered and approved.

6 Street Name and Numbering

You are advised that to ensure that all new properties and streets are registered with the

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emergency services, Land Registry, National Street Gazetteer and National Land and Property Gazetteer to enable them to be serviced and allow the occupants access to amenities including but not limited to; listing on the Electoral Register, delivery services, and a registered address on utility companies databases, details of the name and numbering of any new house(s) and/or flats/flat conversion(s) on existing and/or newly constructed streets must be submitted to the Highway Authority.

Any new street(s) and property naming/numbering must be agreed in accordance with the Councils Street Naming and Property Numbering Policy and all address allocations can only be issued under the Town Improvement Clauses Act 1847 (Section 64 & 65) and the Public Health Act 1925 (Section 17, 18 & 19). Please see www.bristol.gov.uk/registeraddress

7 Sustainable Drainage System (SUDS)

The development hereby approved includes the construction/provision of a sustainable drainage system. You are advised to contact the Highway Authority's Flood Risk Management Team at flood.data@bristol.gov.uk before any works commence.

8 Application for advertisement consent needed: You are reminded of the need to obtain separate consent under the Town and Country Planning (Control of Advertisements) Regulations 1992 for any advertisements requiring express consent which you may wish to display on these premises.

9 Construction site noise: Due to the proximity of existing noise sensitive development and the potential for disturbance arising from contractors' operations, the developers' attention is drawn to Section 60 and 61 of the Control of Pollution Act 1974, to BS 5528: Parts 1 and 2: 2009 Noise and Vibration Control on Construction and Open Sites code of practice for basic information and procedures for noise and vibration control" and the code of practice adopted by Bristol City Council with regard to "Construction Noise Control". Information in this respect can be obtained from Pollution Control, City Hall, Bristol City Council, PO Box 3176, Bristol BS3 9FS.

10 Sound insulation/acoustic reports

The recommended design criteria for dwellings are as follows:

* Daytime (07.00 - 23.00) 35 dB LAeq 16 hours in all rooms & 50 dB in outdoor living areas.

* Nighttime (23.00 - 07.00) 30 dB LAeq 8 hours & LAmx less than 45 dB in bedrooms.

Where residential properties are likely to be affected by amplified music from neighbouring pubs or clubs, the recommended design criteria is as follows:

* Noise Rating Curve NR20 at all times in any habitable rooms.

11 Noise - plant & equipment

Anti vibration mounts should be used to isolate plant from fixed structures and a flexible connector used to connect the flue to the fan if there is a potential to transmit vibration to any noise sensitive property. Any systems will also need regular maintenance so as to reduce mechanical noise.

12 Tree Protection: You are advised to refer to BS5837 : 2012 Trees in relation to construction for detailed information on types of tree protection, protection zones and other

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relevant matters.

- 13 Nesting birds: Anyone who takes, damages or destroys the nest of any wild bird whilst that nest is in use or being built is guilty of an offence under the Wildlife and Countryside Act 1981 and prior to commencing work you should ensure that no nesting birds will be affected.

- 14 Bats and bat roosts: Anyone who kills, injures or disturbs bats, obstructs access to bat roosts or damages or disturbs bat roosts, even when unoccupied by bats, is guilty of an offence under the Wildlife and Countryside Act 1981, the Countryside and Rights of Way Act 2000 and the Conservation (Natural Habitats, &c.) Regulations Act. Prior to commencing work you should ensure that no bats or bat roosts would be affected.

A grant of planning permission does not remove the legal protection afforded to bats and their roosts. If, during the works, any bats (or signs of bats, such as droppings) are found, an immediate halt should be called and a bat worker/ecologist should be consulted to determine if and how the works can proceed lawfully, with or without a mitigation licence.

- 15 Alterations to Vehicular Access

The development hereby approved includes the carrying out of alterations to vehicular access(s). You are advised that before undertaking work on the adopted highway you will require a Section 184 Licence from the Highway Authority which is available at www.bristol.gov.uk/highwaylicences

The works shall be to the specification and constructed to the satisfaction of the Highways Authority. You will be required to pay fees to cover the Councils costs in undertaking the approval and inspection of the works.

- 16 Solar Photovoltaic System

The projected annual yield and technical details of the installed system will be provided by the Micro-generation Certification Scheme (MCS) approved installer.

The impact of shading on the annual yield of the installed PV system (the Shading Factor) should be calculated by an MCS approved installer using the Standard Estimation Method presented in the MCS guidance.

- 17 Wessex Water requirements: It will be necessary to comply with Wessex Water's main drainage requirements and advice and further information can be obtained from <http://www.wessexwater.co.uk>.

- 18 The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848.

Further information is also available on the Coal Authority website at: www.gov.uk/government/organisations/the-coal-authority

- 19 Crime Prevention/ Security

Development Control Committee B – 10 May 2023

Application No. 21/03767/F : 102 Gloucester Road Bishopston Bristol BS7 8BN

There is a large communal cycle store, these can be vulnerable to crime. We would recommend that the door providing access into the store should meet PAS 24:2016 and be incorporated into the access control system. The store must have cctv which provides 'identification' quality images in line with the Home Office document 28/09.

The building must have audio visual access control (with the facility to record images) and be compartmentalised to prevent the unlawful free movement through the building. Trades buttons must not be used.

Communal mail boxes must meet TS 009 standards.

Achieving the Secured by Design Award www.securedbydesign.com would demonstrate that crime and disorder have been considered.

Supporting Documents

102 Gloucester Road

1. Existing Site Plan
2. Existing Floor Plans
3. Existing North & East Elevations
4. Existing South & West Elevations
5. Proposed Site & Landscape Plan
6. Proposed Ground & First Floor Plan
7. Proposed Second Floor & Roof Plan
8. Proposed North & East Elevations
9. Proposed South & West Elevations
10. Proposed Section Through Chapel
11. Proposed Section Through link
12. Site Photos



PL02 Rev /
Existing Site Plan

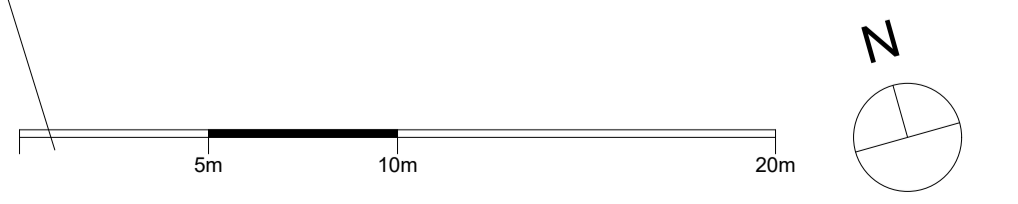
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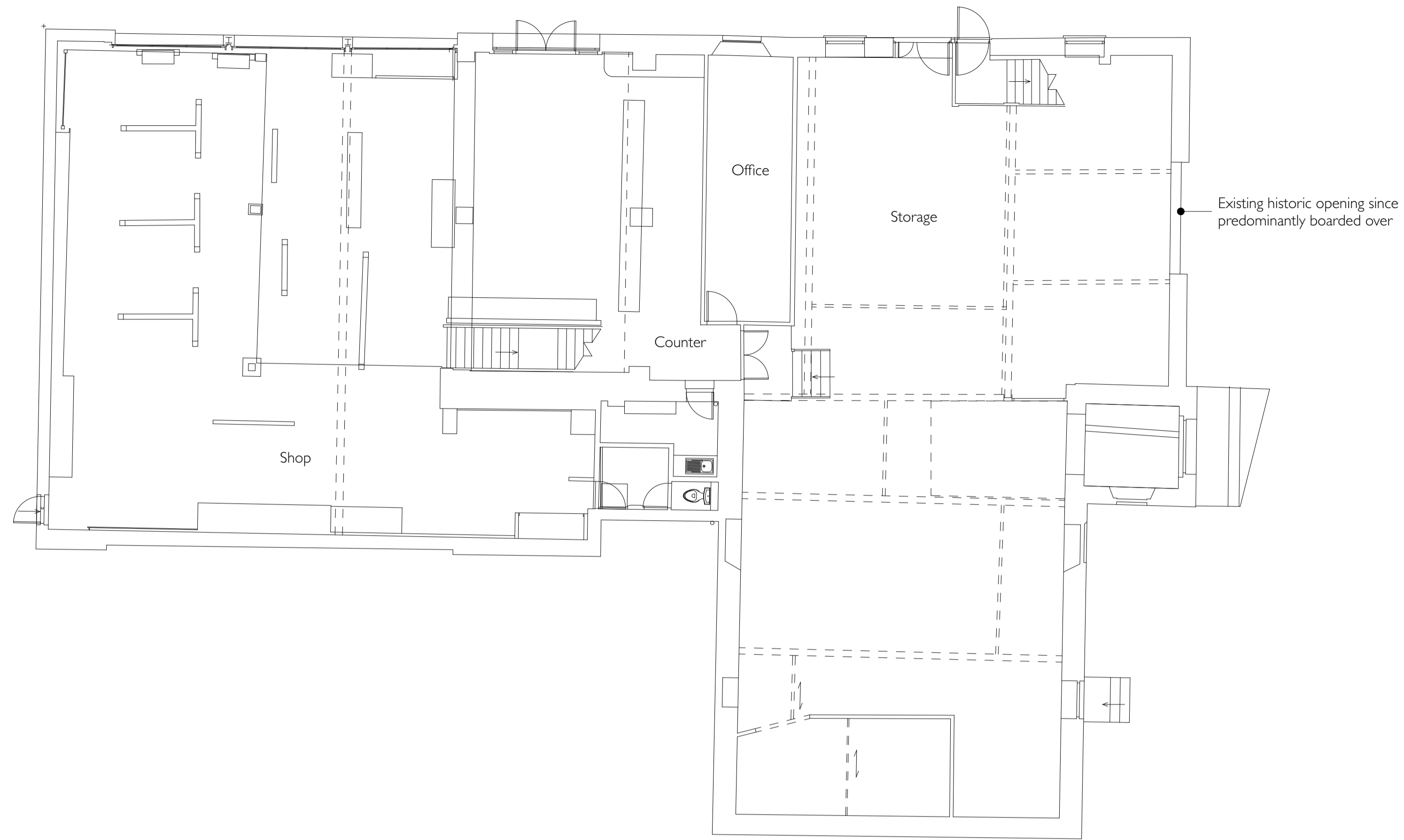
NICHOLAS MORLEY ARCHITECTS LTD

Box House, Bath Road, Box, Corsham, SN13 8AA

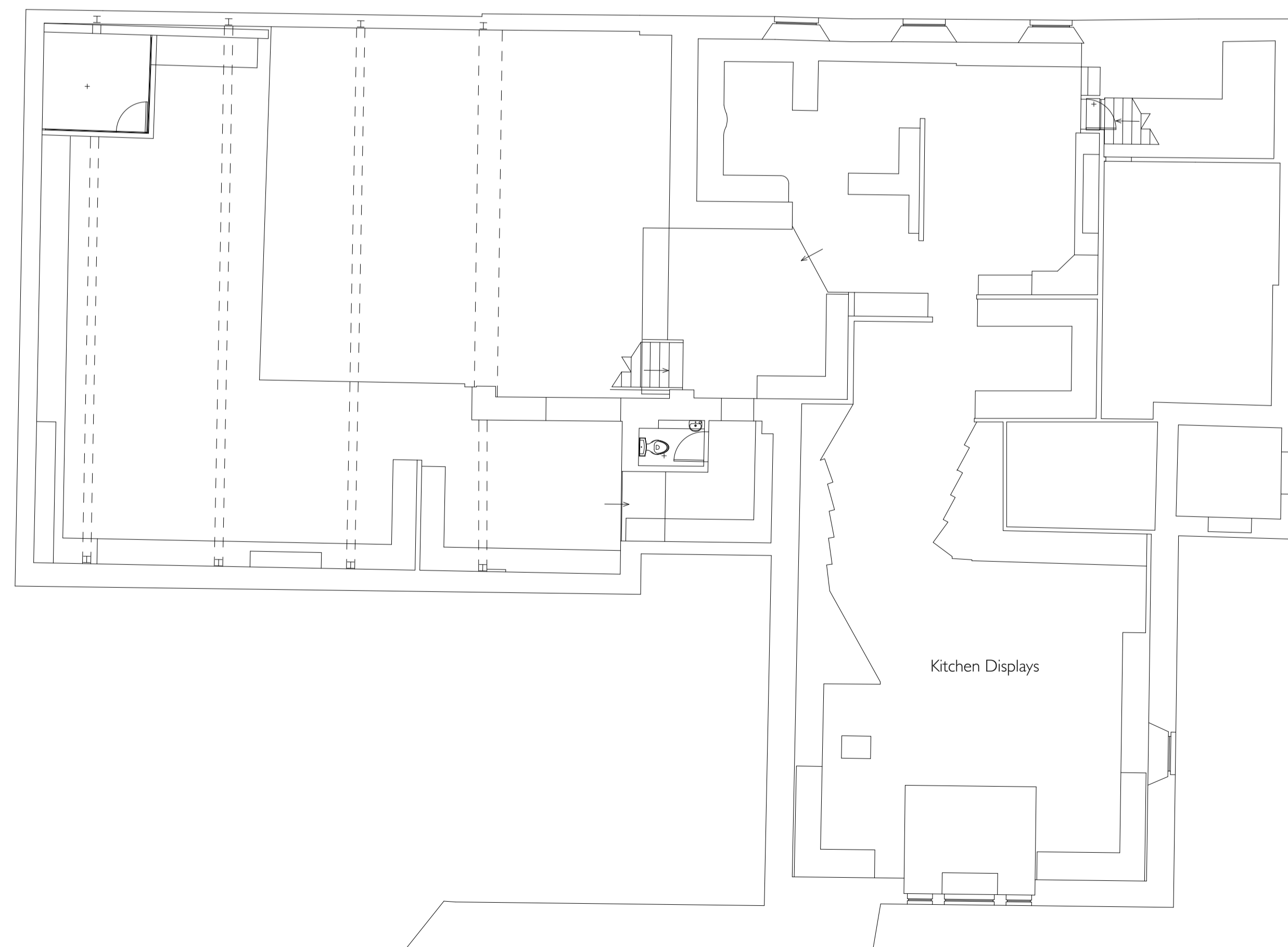
Email: njm@njmarchitecture.co.uk

www.nicholasmorleyarchitects.co.uk

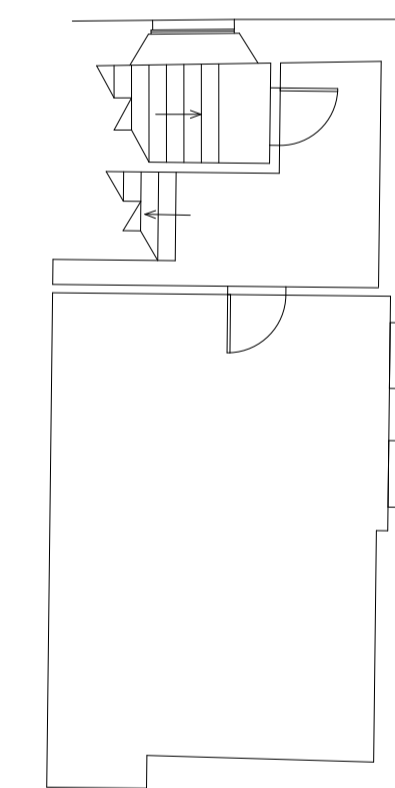




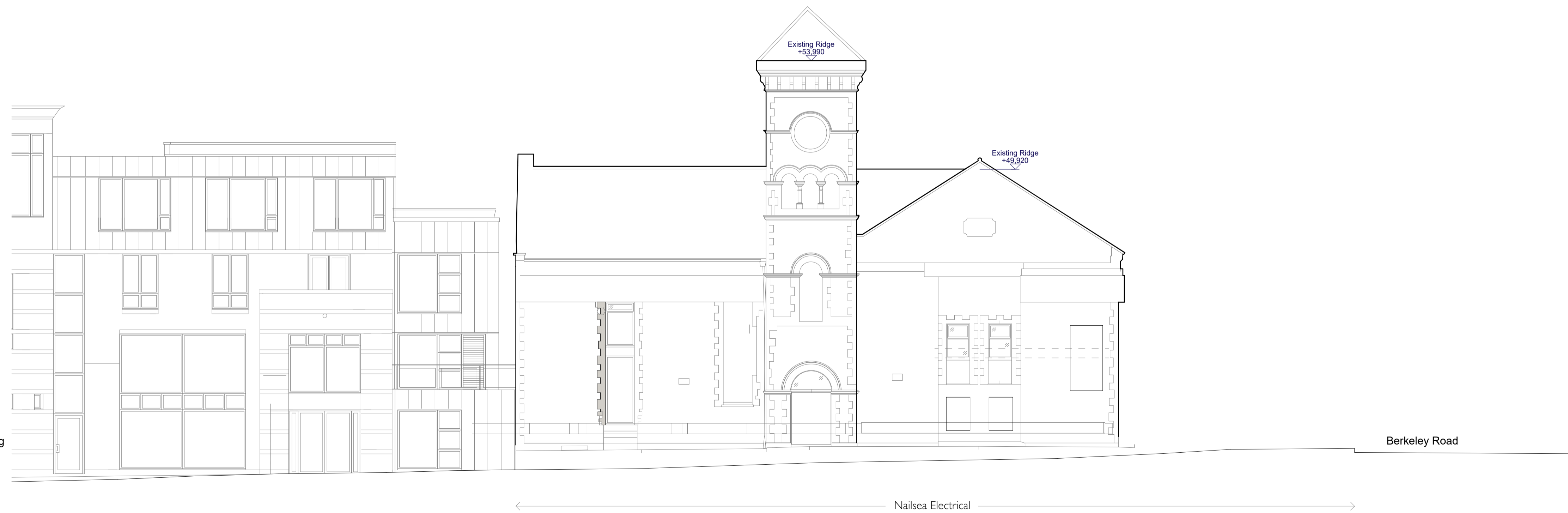
Existing Ground Floor Plan



Existing First Floor Plan



Existing Upper First Floor Plan

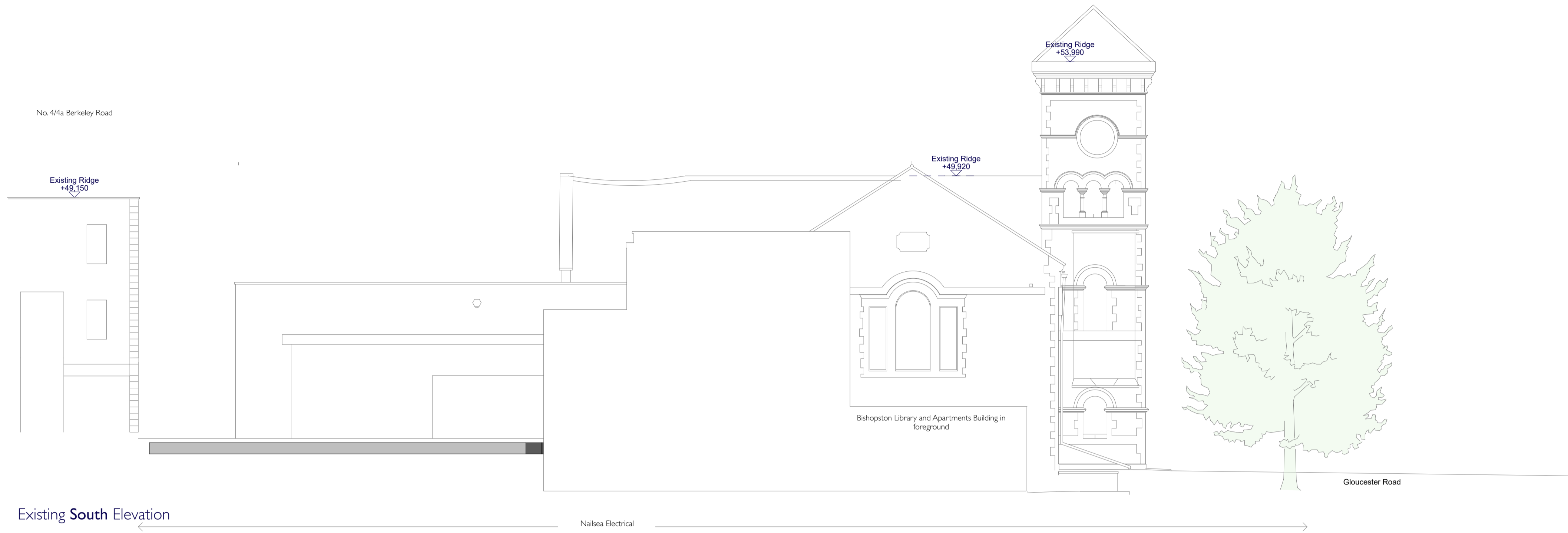


Revision History
 Rev. A - 21/04/22 - Eastern elevation drawing corrected as drawing previously showed western elevation

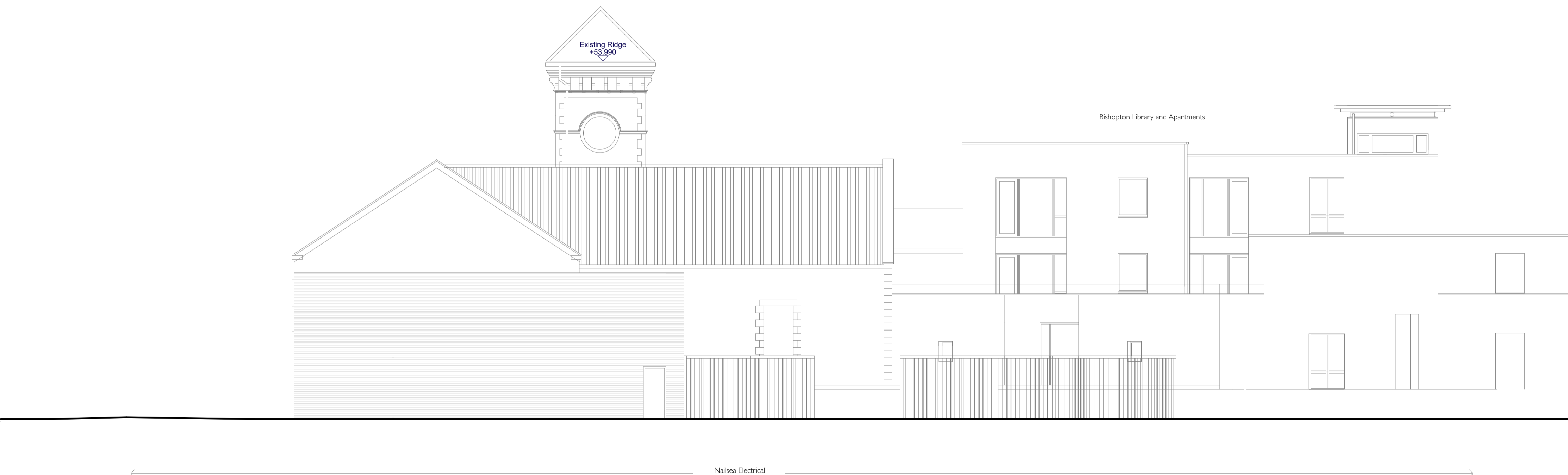
PL04 Rev A
 Existing North and East Elevations

1:100 @ A1

Existing East Elevation (Gloucester Road)



Existing South Elevation

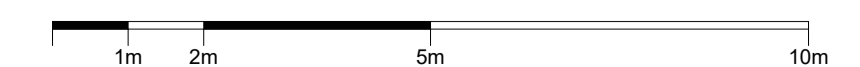


Existing West Elevation

Revision History
 Rev. A - 21/04/22 - Western elevation drawing corrected as drawing previously showed eastern elevation

PL05 Rev A
 Existing South and West Elevations

1:100 @ A1



PLANTING SPECIFICATION

THE BELOW IMPLEMENTATION AND MAINTENANCE GUIDELINES ARE FOR PLANNING PURPOSES ONLY TO INDICATE THE LEVEL OF WORKMANSHIP TO BE SPECIFIED AND DOES NOT CONSTITUTE A DETAILED SPECIFICATION.

1.0 GENERAL

1.1 RETAINED TREES

ALL RETAINED TREES TO BE PROTECTED TO BS 5837. DO NOT DUMP SPOIL OR RUBBISH. EXCAVATE OR DISTURB TOPSOIL. PARK VEHICLES OR PLANT. STORE MATERIALS OR PLACE TEMPORARY ACCOMMODATION WITHIN THE BRANCH SPREAD. THE GROUND LEVEL WITHIN AN AREA OF 3 METRES BEYOND THE BRANCH SPREAD MUST NOT BE CHANGED WITHOUT PRIOR APPROVAL.

1.2 PLANTING

ALL PLANTS SHALL CONFORM TO BS 3936 AND BE IN ACCORDANCE WITH THE NATIONAL PLANT SPECIFICATION. SUPPLYING NURSERIES SHALL BE REGISTERED UNDER THE HTA NURSERY CERTIFICATION SCHEME. ALL PLANTS SHALL BE PACKED AND TRANSPORTED IN ACCORDANCE WITH THE CODE OF PRACTICE FOR PLANT HANDLING AS PRODUCED BY CPSE. PLANTING SHALL NOT BE CARRIED OUT WHEN THE GROUND IS WATERLOGGED, FROST BOUND OR DURING PERIODS OF COLD DRYING WINDS.

1.3 TOPSOIL

TOPSOIL TO BS 3862, OF EITHER GENERAL PURPOSE OR PREMIUM GRADE. TOPSOIL DEPTHS ARE TO BE 300MM FOR TREES AND SHRUBS AND 150MM FOR GRASS. IF THE FORMATION LEVEL IS COMPACTED IT SHOULD BE RIPPED THROUGH BEFORE TOPSOILING. TOPSOIL IS TO BE SPREAD OVER SUBSOIL IN LAYERS NOT EXCEEDING 150MM. GENTLY FIRM EACH LAYER BEFORE SPREADING THE NEXT. DO NOT COMPACT TOPSOIL. PRESERVE FRIABLE TEXTURE OF SEPARATE CRUMBS WHERE EVER POSSIBLE.

1.4 OPERATIVES

ALL LANDSCAPE OPERATIVES WILL BE APPROPRIATELY TRAINED, CERTIFIED AND QUALIFIED TO UNDERTAKE THE TASKS REQUIRED. WHEN REQUIRED, THE RELEVANT CERTIFICATES WILL BE MADE AVAILABLE FOR INSPECTION. ALL WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE RELEVANT BRITISH STANDARDS, CODES OF PRACTICE AND LEGISLATION.

2.0 TREE AND SHRUB PLANTING

2.1 GROUND PREPARATION

WHERE NECESSARY TREAT EXISTING WEED GROWTH, BRAMBLES AND REGENERATIVE MATERIAL WITH A GLYPHOSATE BASED HERBICIDE AND ALLOW A SUITABLE PERIOD AS RECOMMENDED BY THE MANUFACTURER FOR THIS TO TAKE EFFECT. GENERAL PURPOSE SLOW RELEASE FERTILISER AT THE RATE OF 75GM/M² AND TREE PLANTING AND MULCHING COMPOST AT THE RATE OF 20LITRES/M² ARE TO BE INCORPORATED INTO THE TOP 150MM OF TOPSOIL DURING FINAL CULTIVATIONS. BREAK UP COMPACTED TOPSOIL TO FULL DEPTH AND ALL EXTRANEOUS MATTER SUCH AS PLASTIC, WOOD, METAL AND STONES GREATER THAN 50MM IN ANY DIMENSION SHALL BE REMOVED FROM SITE.

PLANT ONLY DURING THE FOLLOWING SEASONS: CONTAINER GROWN PLANTS: AT ANY TIME IF GROUND AND WEATHER CONDITIONS ARE FAVOURABLE. DECIDUOUS TREES: NOV TO LATE MAR. EVERGREENS: SEPT/OCT OR APR/MAY. HERBACEOUS: SEPT/OCT OR MAR/APR.

TREE PITS OF AT LEAST 75MM DIAMETER GREATER THAN THE ROOT SYSTEM AND NO DEEPER THAN THE ROOTBALL / CONTAINER DEPTH ARE TO BE EXCAVATED WITH THE SIDES WELL SCARIFIED TO PREVENT SMEARING. ALL CONTAINER GROWN AND TREES OVER HEAVY STANDARD SIZE SHALL BE DOUBLE STAKED. STAKES (SHORT DOUBLE FOR EXTRA HEAVY STANDARD) SHOULD BE DRIVEN 300MM INTO UNDISTURBED GROUND BEFORE PLANTING THE TREE. TAKING CARE TO AVOID UNDERGROUND SERVICES AND CABLES ETC. AND TIED WITH RUBBER TIES WITH SOLID RUBBER SPACER OF ADEQUATE WIDTH FOR THE TYPE OF TREE TO BE SECURED.

2.2 PLANTING

ALL CONTAINER GROWN ROOT SYSTEMS AND ROOTBALLS SHALL BE THOROUGHLY SOAKED AND ALL CONTAINERS AND ROOTBALL WRAPPINGS REMOVED PRIOR TO PLANTING.

THE TREE SHOULD BE PLANTED AT THE CORRECT DEPTH TAKING INTO ACCOUNT THE POSITION OF THE ROOT FLARE AND THE FINISHED LEVEL. THE ROOTBALL OR ROOT STEM TRANSITION SHOULD BE LEVEL WITH THE EXISTING HOST SOIL OR SURFACE. THE BASE OF THE ROOTBALL SHOULD TYPICALLY SIT ON SUBSOIL OR LARGER ROOTBALLS THE SUBSOIL WILL SIT AROUND THE LOWER PORTION OF THE ROOTBALL.

TREE PITS SHOULD BE BACKFILLED WITH THE EXCAVATED TOPSOIL. THE ORIGINAL TOP SOIL IS NOT AVAILABLE OR DEEMED UNSUITABLE. A MULTI-PURPOSE TOPSOIL SHOULD BE USED. ANY SUBSOIL EXCAVATED SHOULD BE DISCARDED AND THE SUBSOIL DEPTH (BEYOND 300MM DEEP) BACKFILLED WITH A HIGH SAND CONTENT SUBSOIL. BACKFILL SHOULD BE ADDED GRADUALLY IN LAYERS OF 150MM TO 230MM DEPTH, ENSURING THE TREE IS HELD UPRIGHT AT EACH STAGE. THE FILL SHOULD BE FIRMED IN TO ELIMINATE ALL AIR POCKETS UNDER AND AROUND THE ROOT SYSTEM, BUT WITH CARE BEING TAKEN NOT TO EXCESSIVELY COMPACT THE SOIL. THE FINAL LAYER SHOULD NOT BE CONSOLIDATED.

GENERAL PURPOSE SLOW RELEASE FERTILISER (AT THE RATE OF 75GM/M²) AND TREE PLANTING AND MULCHING COMPOST AT THE RATE OF (20LITRES/M²) ARE TO BE INCORPORATED INTO THE TOP 150MM OF TOPSOIL DURING FINAL CULTIVATIONS. APPLY MEDIUM GRADE BARK MULCH (25-50MM), FREE OF PESTS, DISEASE FUNGUS AND WEEDS, TO AN AREA OF 1 METRE DIAMETER AROUND THE BASE OF EACH TREE.

SHRUBS AND HERBACEOUS PLANTS ARE TO BE SET OUT AS SHOWN ON THE DRAWING, BEING SPACED OUT EVENLY, SO THAT WHEN ESTABLISHED THEY COMPLETELY FILL THE AREA INDICATED AS PRECISELY AS POSSIBLE. PITS PLANTED INTO THE PREPARED SOIL AT THE SPECIFIED CENTRES WITH MINIMAL DISTURBANCE TO THE ROOTBALL AND WELL FIRMED IN. APPLY TOP DRESSING SLOW RELEASE FERTILISER EVENLY AT A RATE 100GM/M² OVER THE PLANTED BED.

SPREAD MEDIUM GRADE BARK MULCH (25-50MM), FREE OF PESTS, DISEASE FUNGUS AND WEEDS, TO A DEPTH OF 75MM ACROSS ALL NEW PLANTING AREAS, ENSURING GROUND COVER PLANTS ARE NOT BURIED.

WATER IN ALL TREES AND SHRUBS / HERBACEOUS PLANTS, AS NECESSARY TO ENSURE THE ESTABLISHMENT AND CONTINUED THRIVING OF ALL PLANTING, AT THE END OF EACH DAY OF PLANTING.

2.3 MAINTENANCE

THE LANDSCAPE CONTRACTOR SHALL MAINTAIN ALL AREAS OF NEW PLANTING FOR A PERIOD OF 12 MONTHS FOLLOWING PRACTICAL COMPLETION. ALL STOCK DEEMED TO BE DEAD, DYING OR DISEASED WITHIN THE DEFECTS PERIOD SHALL BE REPLACED BY THE CONTRACTOR AT HIS OWN COST.

THE SITE IS TO BE VISITED MONTHLY THROUGHOUT THE YEAR TO UNDERTAKE THE FOLLOWING OPERATIONS.

WEED CLEARANCE: ALL PLANTING AREAS ARE TO BE KEPT WEED FREE BY HAND WEEDING OR HERBICIDE TREATMENT.

LITTER CLEARANCE: ALL LITTER IS TO BE REMOVED FROM PLANTING BEDS.

WATERING: ALL SHRUBS ARE TO BE WATERED DURING THE GROWING SEASON FOLLOWING ANY DRY PERIODS OF 7 DAYS. PLANTING AREAS ARE TO BE BROUGHT UP TO FIELD CAPACITY AT EACH VISIT, ENSURING FULL DEPTH OF TOPSOIL IS SATURATED, AND EACH TREE IS TO RECEIVE 80 LITRES. CHECKING TREES: ALL TREE TIES AND STAKES ARE TO BE CHECKED AND ADJUSTED IF TOO LOOSE/TIGHT OR IF CHAFFING IS OCCURRING. ANY BROKEN STAKES ARE TO BE REPLACED. STAKES TO BE REMOVED WHEN TREES ARE ESTABLISHED.

FORMATIVE PRUNING: ANY DAMAGED SHOOTS/BRANCHES ARE TO BE PRUNED BACK TO HEALTHY WOOD. PLANTS ARE TO BE PRUNED IN ACCORDANCE WITH GOOD HORTICULTURAL PRACTICE TO MAINTAIN HEALTHY WELL-SHAPED SPECIMENS.

3.0 STRUCTURE MIX

3.1 GROUND PREPARATION

CLEAR SURFACE VEGETATION AND REMOVE ARISING. WHERE PLANTING IN EXISTING GRASS, CUT EXISTING ROUGH GRASS AND WEEDS BETWEEN 20MM AND 30MM AND REMOVE 300X300MM SQUARES OF TURF AT 1 METRE CENTRES FOR STRUCTURE MIX.

3.2 PLANTING

ALL BARE ROOTED STOCK IS TO BE ROOT DIPPED IN WATER RETAINING POLYMER. TRANSPLANTS ARE TO BE PIT PLANTED AND PROTECTED FROM RABBIT DAMAGE BY USING USING APPROVED PROPPRIETARY TREE AND SHRUB SHELTERS 900MM AND 900MM HIGH RESPECTIVELY. SECURED WITH STAKES AND TIES AS ADVISED BY THE MANUFACTURER. ALL EXTRANEOUS MATTER SUCH AS PLASTIC, WOOD, METAL AND STONES GREATER THAN 50MM IN ANY DIMENSION SHALL BE REMOVED FROM SITE.

3.3 MAINTENANCE


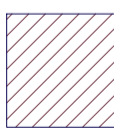

USING APPROVED HERBICIDES, A 1 METRE DIAMETER CIRCLE CENTRED ON EACH PLANTING STATION SHALL BE KEPT WEED FREE THROUGHOUT THE MAINTENANCE PERIOD. ANY WEEDS GROWING IMMEDIATELY ADJACENT TO PLANT STEMS SHALL BE REMOVED BY HAND. THE LANDSCAPE CONTRACTOR SHALL MAINTAIN ALL AREAS OF NEW WOODLAND AND STRUCTURE PLANTING FOR A PERIOD OF 12 MONTHS FOLLOWING PRACTICAL COMPLETION. IN THE AUTUMN FOLL PLANTING THE CA WILL PREPARE A LIST OF ALL PLANTS WHICH ARE DEAD, DYING OR DISEASED AND ARE TO BE REPLACED DURING THE FOLLOWING PLANTING SEASON. ALL STOCK DEEMED TO BE DEAD, DYING OR DISEASED WITHIN THE DEFECTS PERIODS REPLACED CONTRACTOR AT THEIR OWN COST.

Proposed Hard Landscaping Notes:

New permeable paving to site frontages on Berkeley Road and Gloucester Road. Light grey paving to parking areas, dark red/ brown paving to residential entrance areas. To be laid in herringbone pattern.

Residential entrances delineated with 600mm high pennant stone walls (matching existing chapel)

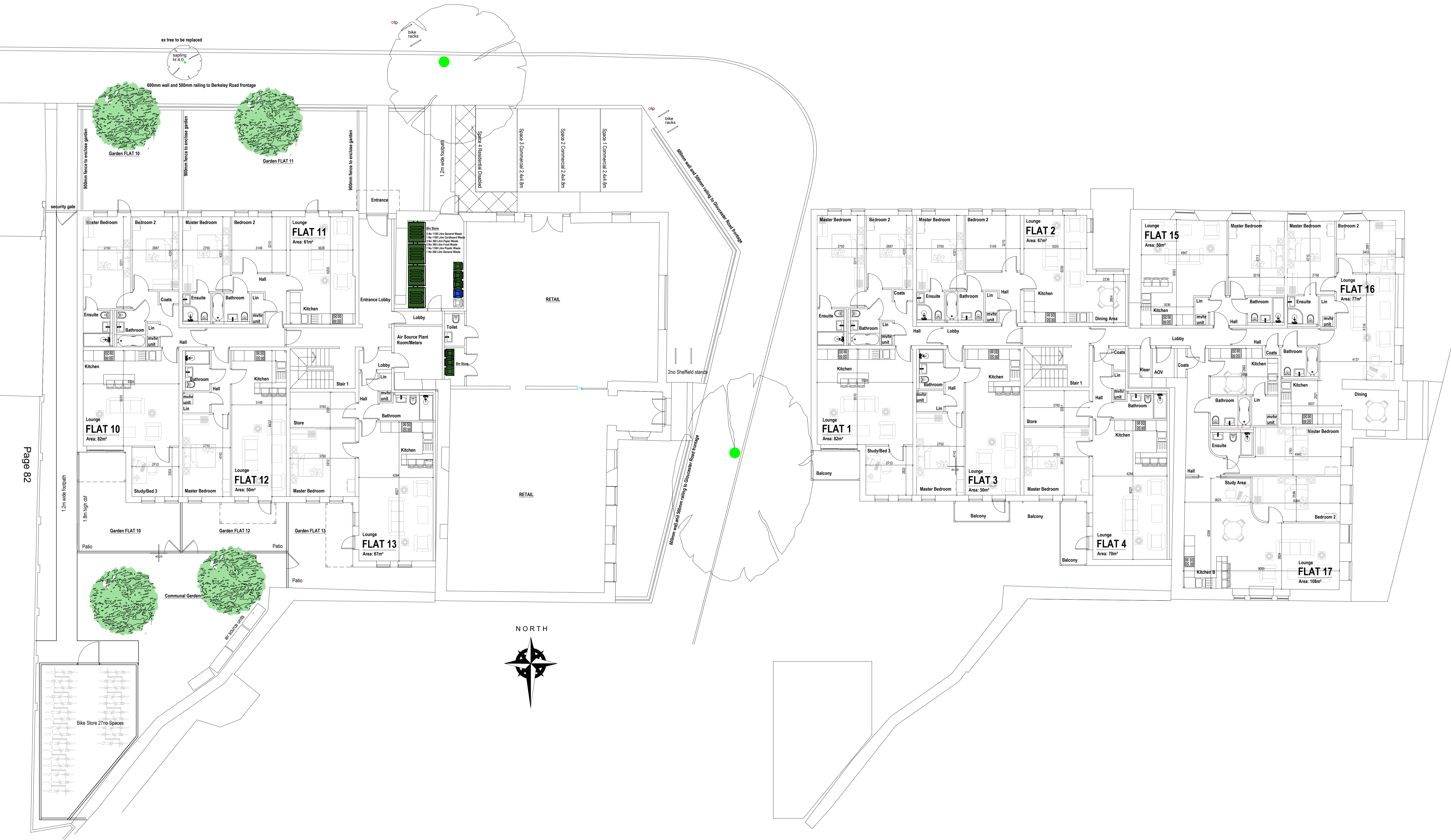
New native planting as indicated on site plan and street scene drawings.

-  Indicates existing footpath on Berkeley Road to be resurfaced in tarmac with existing drop kerbs and remaining kerbs reset.
-  Indicates area to be re-paved in paving matching the existing paving outside Bishopston Library and existing kerbs to be reset
-  Pink/blue lines indicate extent of new pennant kerb to be constructed along Berkeley Road. Blue line indicates dropped kerb

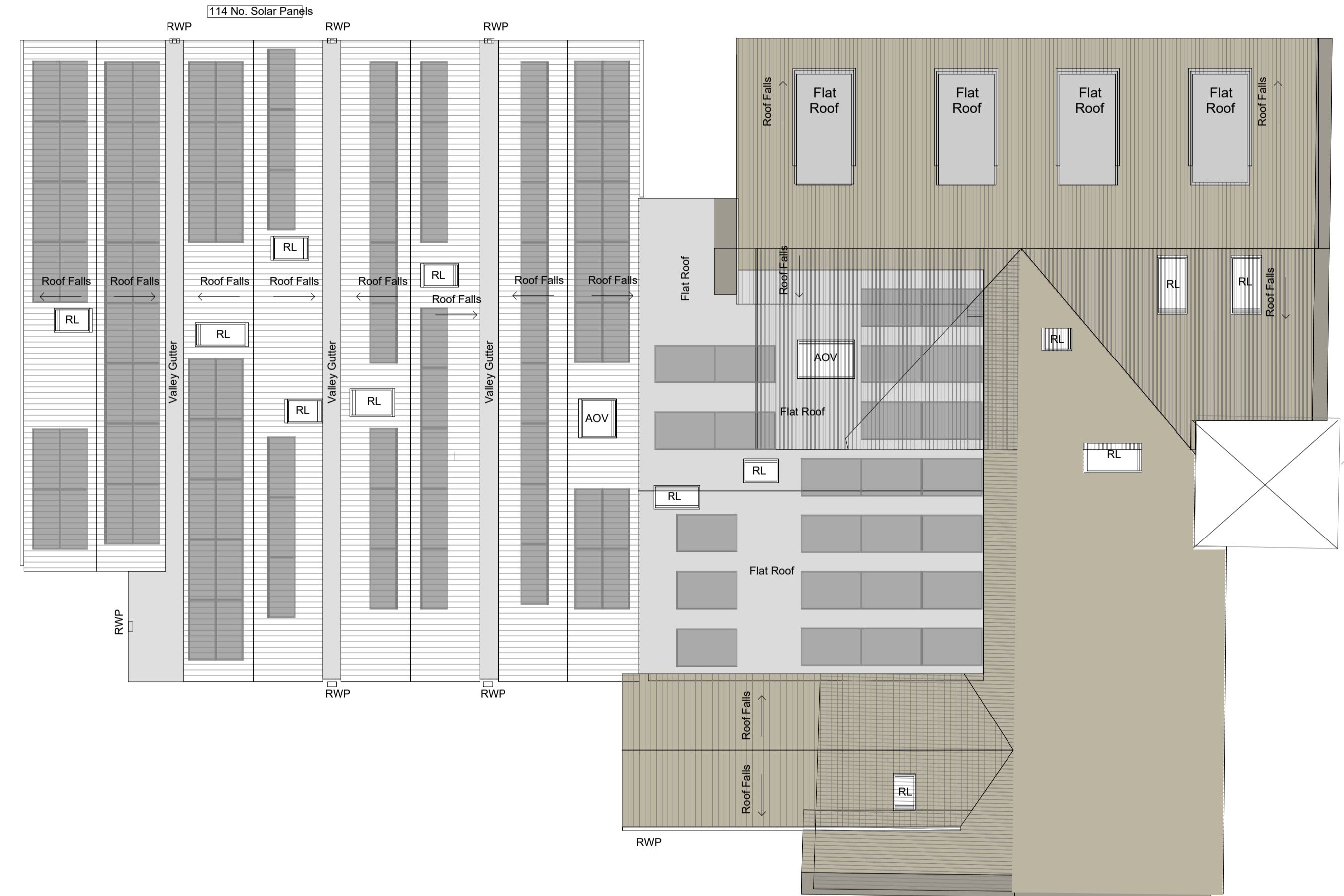
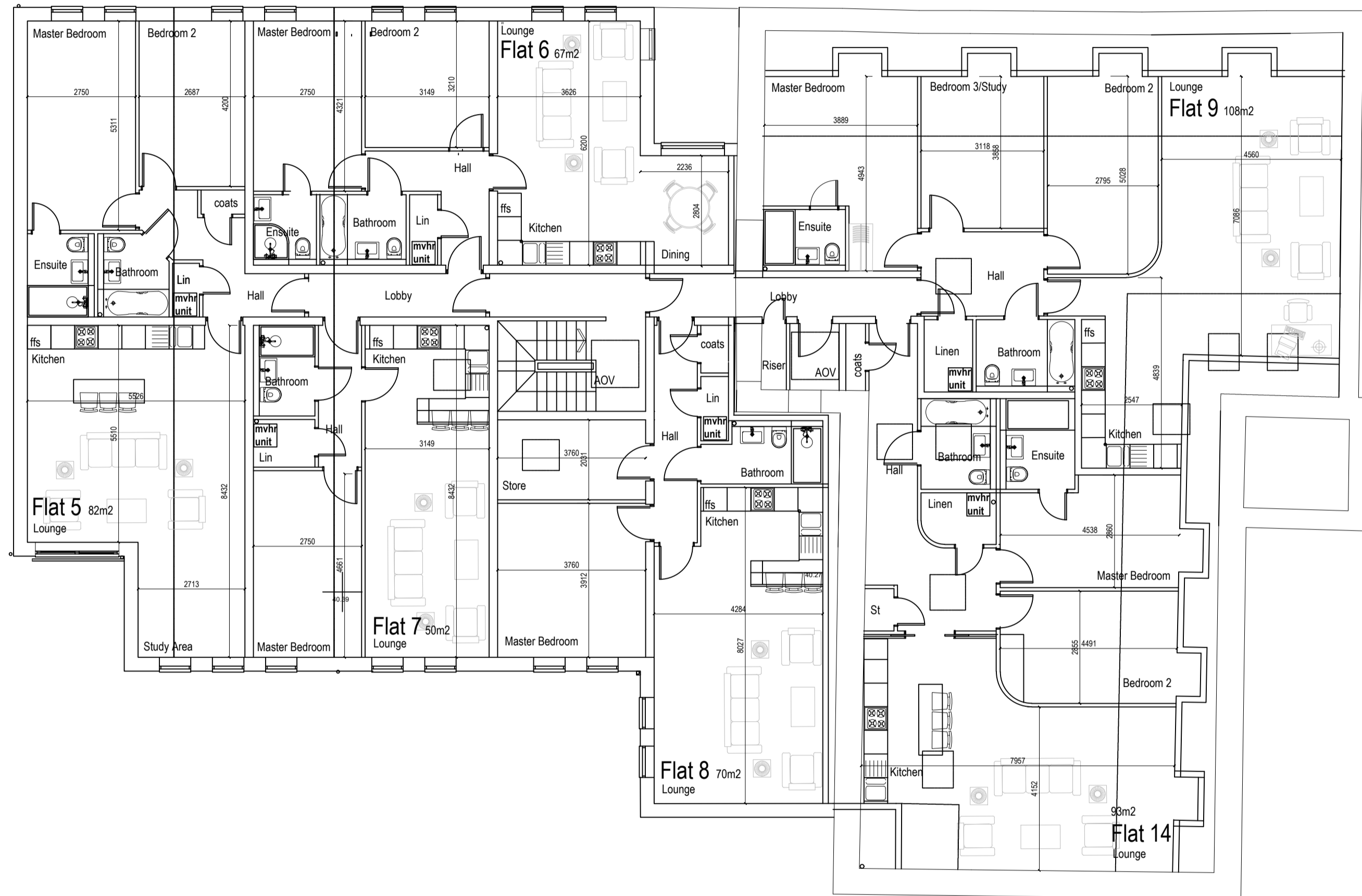


Rev:	Date:	Note:	Proposed Residential Conversion and Development 102 Gloucester Road Bishopston Bristol Proposed Site Plan	Date:	July 2022
A	Oct 2022	General updates		Scale:	1:200 @ A1
B	Oct 2022	General updates		DWG No:	3516/10

David Cahill
 Design Consultants Ltd
 Unit 2 Office 4 Tower Lane Business Park
 Warmley Bristol BS30 8XT
 Tel: 01179618888
 Email: davidcahill@btopenworld.com



Rev. A	Date: Oct 2022	Note: General updates	Proposed Residential Conversion and Development 102 Gloucester Road Bishopston Bristol Proposed Ground and First Floor Plan	Date: July 2022	David Cahill Design Consultants Ltd Unit 2 Office 4 Tower Lane Business Park Warmley Bristol BS30 8XT Tel: 01179618888 Email: davidcahilldesign@topenworld.com
B	Date: Oct 2022	Note: General updates		Scale: 1:100 @ A1	



Rev:	Date:	Note:	Proposed Residential Conversion and Development	Date:	July 2022
A	Oct 2022	General updates	102 Gloucester Road	Scale:	1:100 @ A1
B	Oct 2022	General updates	Bishopston Bristol	DWG No:	3516/2
			Proposed Second and Roof Plan	David Cahill Design Consultants Ltd Unit 2 Office 4 Tower Lane Business Park Warmley Bristol BS30 8XT Tel: 01179618888 Email: davidcahill@design@btopenworld.com	

- Key for New Building Works:**
- 1 Red brickwork
 - 2 Porch roof to residential entrances with flat roof with dark grey metal perimeter flashings
 - 3 Dark brown double roman roof tiles
 - 4 Bath stone banding to external walls
 - 5 Dark Grey PPC Aluminium glazing system, indicated
 - 6 Dark grey metal rainwater goods
 - 7 Dark brown double roman tiles matching existing chapel
 - 8 Dark grey metal signage
 - 9 New pennant stone matching existing chapel with stone surrounds to new openings.
 - 10 Dark grey metal acoustic Louvre vents
- Key for Proposed Works to Existing Chapel:**
- A New dormer window to existing Chapel
 - B New dark red/brown double roman roof tiles
 - C Existing boarded up window/door to be re-opened and restored with new/repainted window frame and new glazing. Stonework restored where needed
 - D Existing opening to be restored and filled increased
 - E New rooflight in chapel roof (behind tower)
 - F Existing non-original doors removed and new double doors with dark grey metal frame proposed
 - G constructed. All materials to match existing chapel materials
- Note - All damaged/dilapidated stonework to chapel is to be repaired and restored



Proposed North Elevation (Berkeley Road)

Page 84



Proposed East Elevation (Gloucester Road)

Rev.	Date	Note	Proposed Residential Conversion and Development		Date
A	Oct 2022	General updates	102 Gloucester Road		July 2022
B	Oct 2022	acoustic Louvre vents added	Bishopston Bristol		Scale:
C	Jan 2023	acoustic Louvre vents removed	Proposed Elevations		1:100 @ A1
					DWG No:
					3516/3

David Cahill	
Design Consultants Ltd	
Unit 2 Office 4 Tower Lane Business Park	
Warmley Bristol BS30 8XT	
Tel: 01179618888	
Email: davidcahilldesign@topenworld.com	

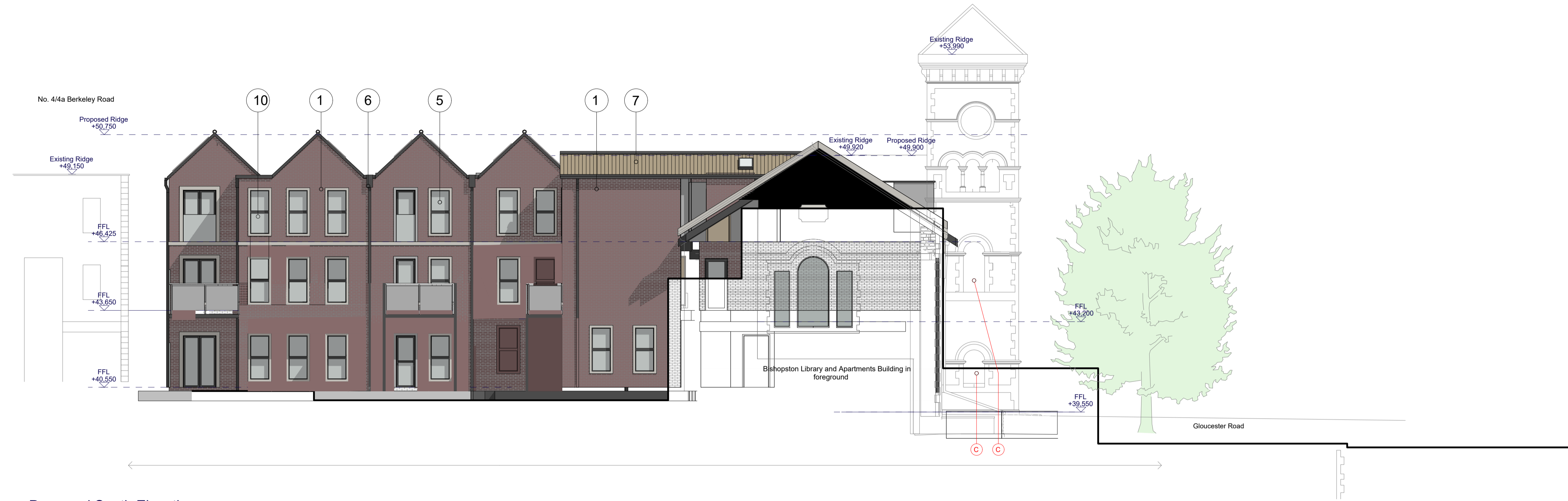
Key for New Building Works:

- 1 Red brickwork
- 2 Porch roof to residential entrances with flat roof with dark grey metal perimeter flashings and dark grey metal column support
- 3 Dark brown double roman roof tiles
- 4 Bath stone banding to external walls
- 5 Dark Grey PPC Aluminium glazing system. Windows to have stone surround where indicated
- 6 Dark grey metal rainwater goods
- 7 Dark brown double roman tiles matching existing chapel
- 8 Dark grey metal signage
- 9 New pennant stone matching existing chapel with stone surrounds to new openings.
- 10 Dark grey metal acoustic Louvre vents

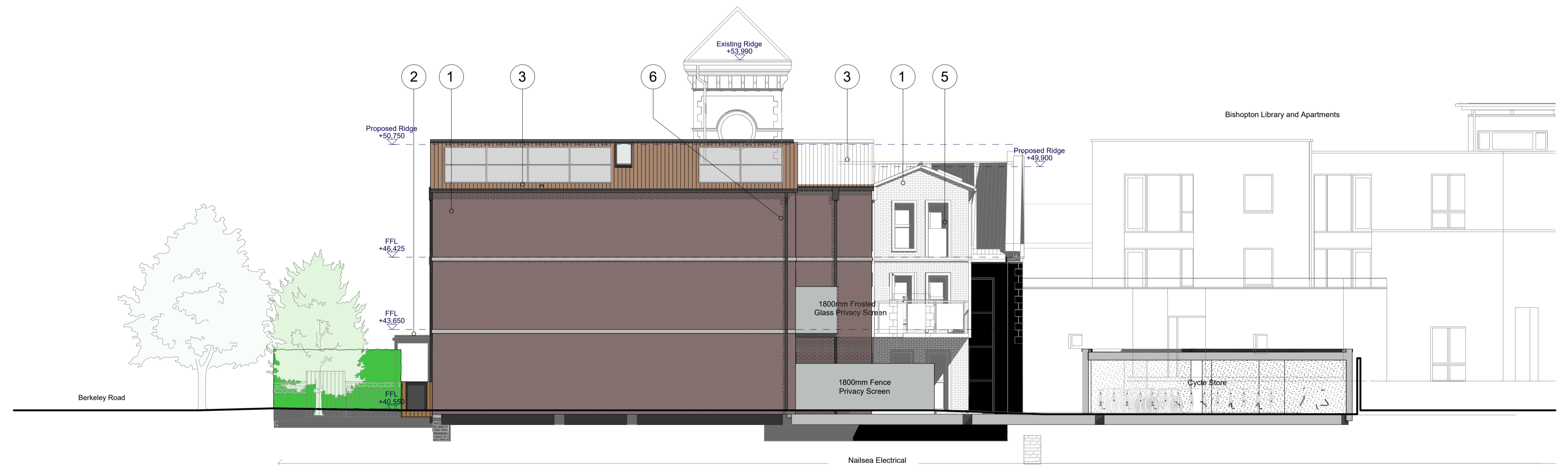
Key for Proposed Works to Existing Chapel:

- A New dormer window to existing Chapel
- B New dark red/brown double roman roof tiles
- C Existing boarded up window/door to be re-opened and restored with new/repainted window frame and new glazing. Stonework window surround to be repaired and restored where needed
- D Existing opening to be restored and filled with new glazing. Size of existing opening increased
- E New rooflight in chapel roof (behind tower)
- F Existing non-original doors removed and new double doors with dark grey metal frame proposed
- G New gable, coping and parapet barrier constructed. All materials to match existing chapel materials

Note - All damaged/dilapidated stonework to chapel is to be repaired and restored



Proposed South Elevation



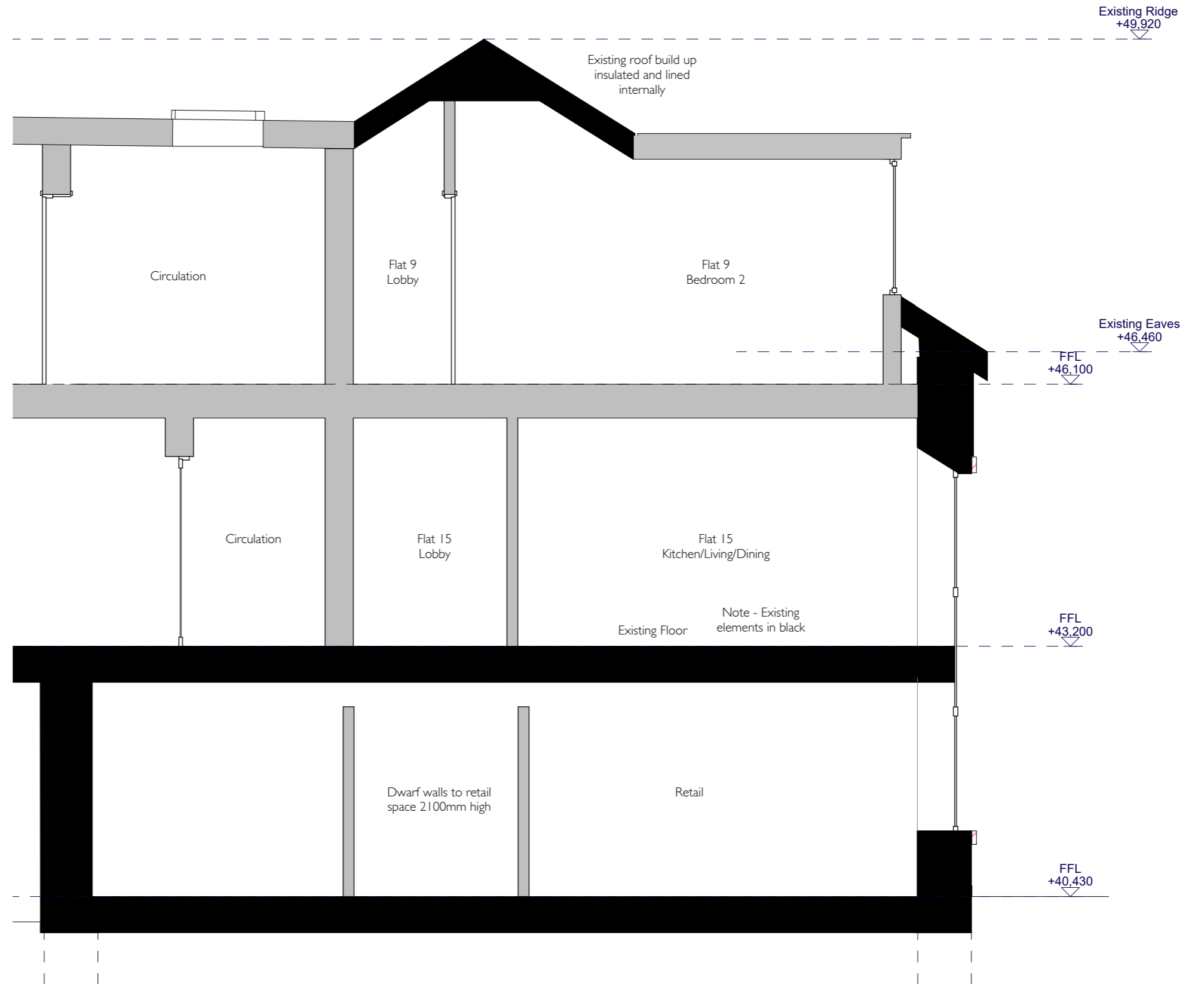
Proposed West Elevation

Rev.	Date:	Note
A	Oct 2022	General updates
B	Oct 2022	General updates
C	Jan 2023	acoustic Louvre vents removed

Proposed Residential Conversion and Development
102 Gloucester Road
Bishopston Bristol
Proposed Elevations

Date:
July 2022
 Scale:
1:100 @ A1
 DWG No:
3516/11

David Cahill
 Design Consultants Ltd
 Unit 2 Office 4 Tower Lane Business Park
 Warmley Bristol BS30 8XT
 Tel: 01179618888
 Email: davidcahilldesign@topenworld.com

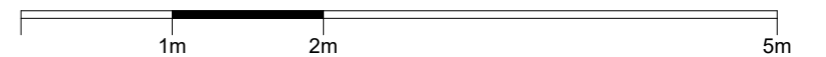


PL16 Rev /
Proposed Section Through Chapel

Scale 1:50 @ A3

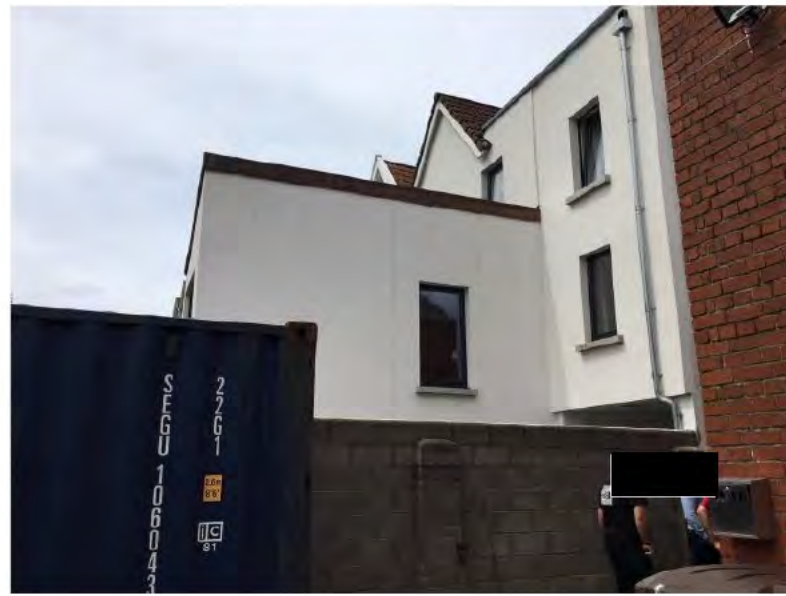
PL15 Rev /
Proposed Section Through Link and Elevation of Chapel Gable

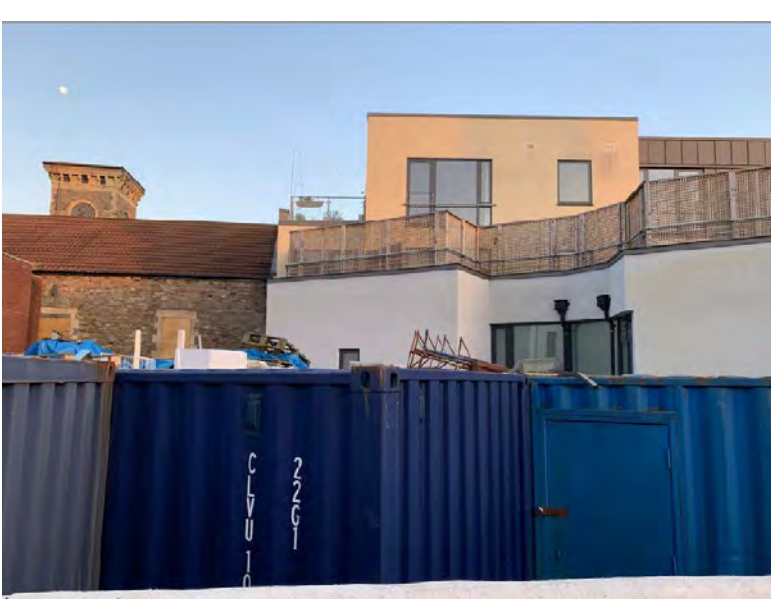
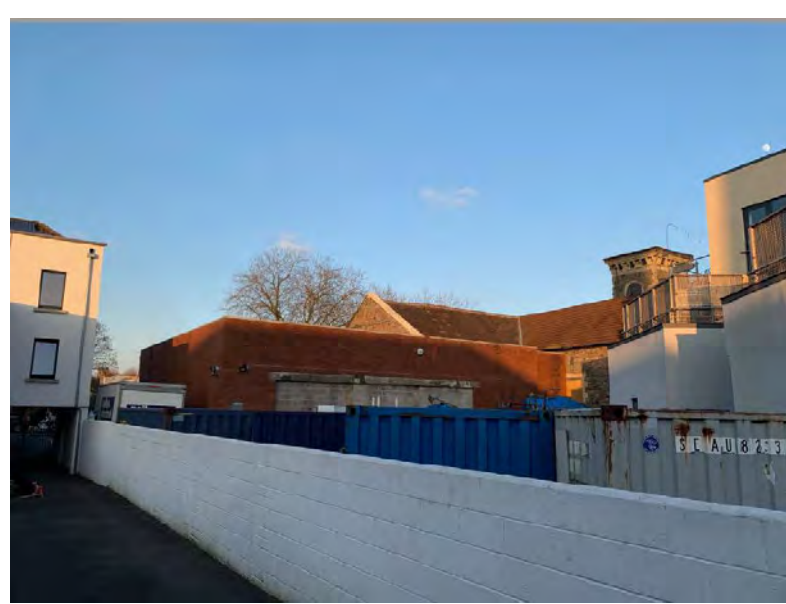
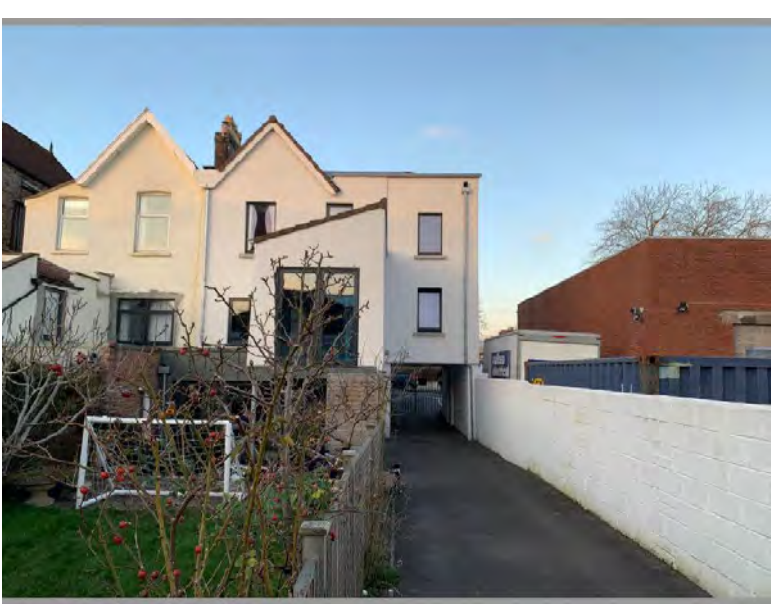
Scale 1:50 @ A3



Site Photos- Various Dates- 2019 to Present







Development Control Committee B – 10 May 2023

ITEM NO. 2

WARD: Filwood

SITE ADDRESS: Inns Court Open Space Hartcliffe Way Bristol BS4 1XD

APPLICATION NO: 22/02345/F Full Planning

DETERMINATION DEADLINE: 6 April 2023

Erection of a part single (double height), part two storey building to provide a Class D2 Youth Zone facility with associated disabled and mini bus parking and service access road, 5 a-side (MUGA) pitch, a single storey storage building, and associated boundary treatments and landscaping. Planning for new site access and turning head, amendments to A3029 central reservation, signalling and crossing.

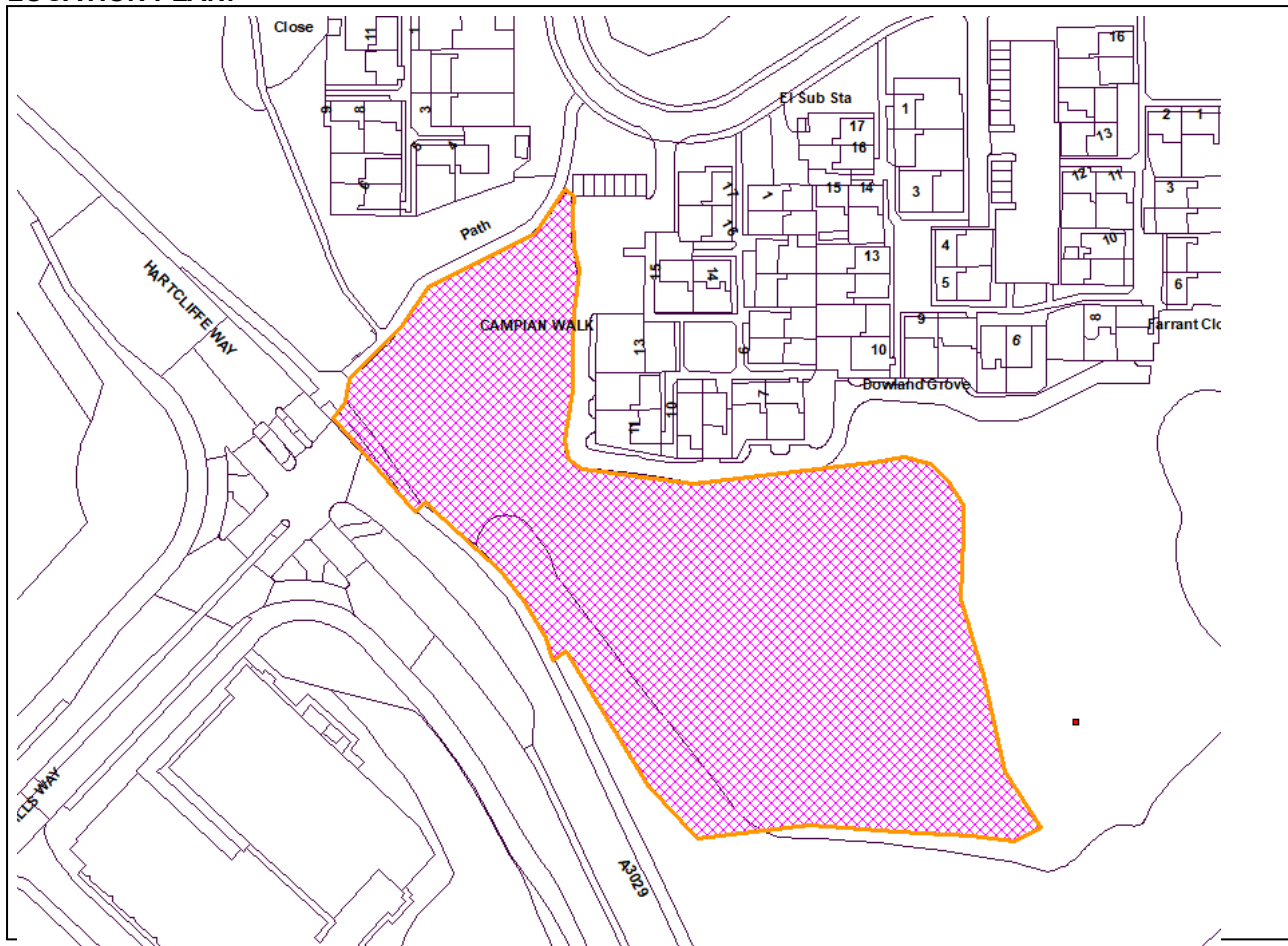
RECOMMENDATION: Refer to the Secretary of State

AGENT: Seven Architecture
1.3 Waulk Mill
51 Bengal Street
Manchester
M4 6LN

APPLICANT: OnSide
Atria
Spa Road
Bolton
BL1 4AG

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

LOCATION PLAN:



Development Control Committee B – 10 May 2023

Application No. 22/02345/F : Inns Court Open Space Hartcliffe Way Bristol BS4 1XD

BACKGROUND

This application is brought to Committee on the grounds of the significance of the application proposal to Knowle West and to the city overall.

This is an application for full planning permission for the erection of a part single (double height), part two storey building to provide a Class D2 Youth Zone facility with associated disabled and minibus parking and service access road, 5 a-side (MUGA) pitch, a single storey storage building, and associated boundary treatments and landscaping. Planning for new site access and turning head, amendments to A3029 central reservation, signalling and crossing.

The application has been submitted by OnSide. OnSide was established as a charity in 2008 with a vision of creating a network of Youth Zones which give young people top quality, safe and affordable places to go in their leisure time.

More than 50,000 members are making around 500,000 visits to OnSide's existing network of 14 Youth Zones every year. They are drawn by the array of activities and support on offer seven days a week, 52 weeks a year, from DJ'ing to climbing, basketball coaching through to support into employment.

Youth Moves will run South Bristol Youth Zone and become a member of the OnSide Youth Zone Network.

Based on data collated from 4 Youth Zones which opened between 2017 and 2019 we anticipate that 5,000 young people will join the Youth Zone within 12 months of opening.

The proposed Youth Zone will cater for young people between the ages 8 and 19 and up to 25 for those with additional needs.

Open over 40 hours a week, young people will be able to access over 20 activities every night, ranging from sports such as football, boxing and climbing, to creative arts, music, drama and employability training.

DESCRIPTION OF THE SITE

The application site is located in the Filwood Ward in the south of the city on land close to the junction of Hartcliffe Way and Hengrove Way and to the immediate south of residential properties in Campian Way, part of the Inns Court housing estate.

The site is currently informal open space.

The site is allocated for housing (BSA1109). Therefore, if Members are minded to approve this application it will have to be referred to the Secretary of State (Refer to Key Issue A).

The site is not subject to any other statutory designations.

APPLICATION DETAILS

The proposed building is a two storey flat roof building with access from Hartcliffe Way, by way of the addition of an arm to the junction of Hartcliffe Way with Wills Way.

Development Control Committee B – 10 May 2023

Application No. 22/02345/F : Inns Court Open Space Hartcliffe Way Bristol BS4 1XD

The building will accommodate meeting rooms, a climbing wall, storage space, kitchen and toilet accommodation on the ground floor and a gymnasium, performing arts space, meeting rooms and toilet accommodation at first floor level.

The building will be clad with rainscreen cladding in a variety of colours including orange, red and yellow.

The flat roof will incorporate a plant area and 250 square metres of PV.

The application proposal also includes an outdoor Multi Use Games Area (MUGA) surrounded by 4m high rebound fencing. The application proposal includes no lighting for the MUGA. There is also provision for 273 square metres of external recreation space.

Provision is made for 4 parking spaces (including 2 disabled spaces). The entrance to the Youth Zone would be gated. Details of the proposed automated barrier will be secured by condition.

Cycle parking is proposed – there will be 24 covered cycle parking spaces to the frontage. Showers, lockers etc will be provided within the facility by its nature.

A landscape masterplan has been submitted which includes compensatory planting to compensate for the loss of three trees on the site.

RELEVANT PLANNING HISTORY

There is no relevant planning history.

COMMUNITY INVOLVEMENT

A Statement of Community Involvement (SCI) was submitted with the application.

Process: A public consultation exercise was undertaken in December 2021. This was advertised by leaflet drop and on social media.

Outcomes:

The SCI states that the following changes were secured as a result of this process:

- Commitment to the preparation of a Construction Management Plan
- In response to concerns about the privacy of neighbouring properties, were addressed by moving the building back into the site to create further distance between the buildings of Inns Court. The building has been redesigned the windows to avoid overlooking. Further planting along the elevation of the building has been incorporated to soften the views looking out from Inns Court.
- In response to concern about the lack of parking, the Applicants comment: "As part of a sustainable travel policy, there is only visitor parking and staff are encouraged to use public transport. We have several sites where arrangements have been made with retail car parks for parking for staff if needed (for example Asda supermarket). We have increased minibuses spaces for visiting groups and have 2 DDA spaces close to the front entrance."

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COMMUNITY CONSULTATION

82 neighbouring properties were consulted directly. As a result 11 representations were received, 10 objecting and 1 in support.

Principle of the development (Key Issue A)

Concern that this is the wrong location for a youth facility

“The proposed times are completely inconsiderate to people living locally to it and will only add to ongoing issues in the area of vehicles constantly being vandalised and property being damaged. Along with this we are struggling to keep our green spaces which are rife with wildlife etc. I can't believe this council feel the need to constantly build on our green spaces when brown land and properties remain derelict. I would love to know how this is going to be policed correctly given ongoing problems that don't get dealt with in timely manners.”

Concern about the loss of a valuable green space. This is a green space that contributes the city's climate and ecology goals.

If it must be on this site there needs to be more consideration to wildlife. The building should move back from the main road, leaving a wider space of trees so that wildlife can move through undisturbed. There should be more trees and planting to hide the huge building from the housing which is very close to it.

Design (Key Issue B)

“I am concerned that not enough people will comment on how incredibly ugly the mockup is”

“The building design is obtrusive to nearby housing and does not leave enough of a green space a 'wildlife corridor' along the road. It should be moved to another location.”

Amenity Issues (Key Issue C)

“We have not been appropriately approached to discuss any of this plan when we are the ones who live here and have paid for our houses to live in this area specifically for the green space, and the off road walks for keeping our children safe. As a mother with children having additional needs I am very concerned of the impact this is going to have on my children from the construction to the life long chaos this building is going to bring.”

Concern about the impact of the proposal on local infrastructure (sewerage pipes)

Concern about light and noise pollution.

Concern that the proposal will lead to increased crime.

Concern about the disruption that will be caused during construction.

Transport (Key Issue D)

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The drop off point for cars is a really bad idea. It breaks the green corridor and will massively increase polluting vehicles on an already very busy junction into Imperial Park. This is very unfair to the residents in housing nearby. You should insist that parking/drop off happens over the road in the large car parks. There are adequate pedestrian crossings at the junctions to ensure safe movements across the roads.

EXTERNAL CONTRIBUTION

Avon and Somerset Fire Service

Avon Fire & Rescue Service request the provision of a single Fire Hydrant.

This has calculated the cost of installation and five years maintenance of a Fire Hydrant to be £1,500 + vat per hydrant.

INTERNAL CONTRIBUTORS

BCC Drainage Team

Current calculations have used a 30% allowance for climate change. 40% climate change allowance needs to be used and storage requirement calculations/drainage plan updated for the site based on this higher climate change allowance figure. Full Microdrainage calculations need to be provided to confirm that the proposed storage provision on site is adequate enough so that there will be no flooding of the site during the 1 in 30 year event and no flooding of buildings and leaving the site boundary during the 1 in 100 year +40% climate change. The storage provided by the kick pitch also needs to be confirmed, alongside detailed designs of the pitch.

The requirements outlined in the BCC L1 SFRA will need to be adhered to. That is addressing three out of four of the benefits identified in the four pillars of SuDS design highlighted in the SuDS Manual; this includes improving water quality, enhancing amenity value, increasing biodiversity and reducing water quantity. This site has not met these requirements and as a result, we, as LLFA object to the proposals.

Officer Note: A relevant condition to ensure that an adequate drainage strategy is agreed is recommended.

BCC Ecology

Comments are incorporated into the Key Issue on ecology below.

BCC Sustainable Cities Team

Comments incorporated into the Key Issue E.

BCC Building Bristol

Should planning permission be granted a condition requiring a timetable for the implementation of an Employment and Skills Plan should be included.

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BCC Archaeology

A condition requiring an archaeological watching brief is recommended.

BCC Pollution Control

Having reviewed the submitted reports in support of the application, including the acoustic report, Pollution Control raise no objection to the application.

EQUALITIES ASSESSMENT

During the determination of this application due regard has been given to the impact of this scheme in relation to the Equality Act 2010 in terms of its impact upon key equalities protected characteristics. These characteristics are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. There is no indication or evidence (including from consultation with relevant groups) that different groups have or would have different needs, experiences, issues and priorities in relation this particular proposed development.

Overall, it is considered that this application would not have any significant adverse impact upon different groups or implications for the Equality Act 2010.

RELEVANT POLICIES

National Planning Policy Framework – July 2021

Bristol Local Plan comprising Core Strategy (Adopted June 2011), Site Allocations and Development Management Policies (Adopted July 2014) and (as appropriate) the Bristol Central Area Plan (Adopted March 2015) and (as appropriate) the Old Market Quarter Neighbourhood Development Plan 2016 and Lawrence Weston Neighbourhood Development Plan 2017 and the Hengrove and Whitchurch Park Neighbourhood Development Plan 2019.

In determining this application, the Local Planning Authority has had regard to all relevant policies of the Bristol Local Plan and relevant guidance.

The non-statutory City Centre Framework (June 2020) is relevant to the consideration of this application. The CCF was approved and adopted by the Council's Cabinet in July 2020.

KEY ISSUES

(A) IS THE PROPOSED DEVELOPMENT ACCEPTABLE IN PRINCIPLE?

Section 70(2) of the Town and Country Planning Act 1990 Act requires the decision-maker 'in dealing with an application for planning permission or permission in principle to have regard to:

(a) the provisions of the development plan, so far as material to the application...'

Section 38(6) of the Planning and Compulsory Planning Act 2004 ("the 2004 Act"), states that:

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“If regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.”

The application site forms part of a wider allocation for housing (BSA1109). This designation states that the site has an estimated capacity of 430 homes.

The allocation continues to be included in the emerging local plan under draft Policy DA1. This policy retains existing allocations (other than those proposed to be removed through the November 2022 consultation).

It is noted that since the Development Plan was adopted in 2014, no application for residential development for any part of this allocated site has been received.

The portion of the allocation that now forms the subject of this application is far smaller than the area that has been allocated. The remainder of the site continues to be available for housing development, consistent with the requirements of the allocation.

It is considered that the provision of an important community use is a sufficient material consideration to outweigh the allocation for housing on this site.

The provision of an important community use

The application proposal will provide an important community use for the benefit of the local area and the city overall.

BCS11 states that development and infrastructure provision will be coordinated to ensure that growth in the city is supported by the provision of infrastructure, services and facilities needed to maintain and improve quality of life and respond to the needs of the local economy.

BCS12 states that community facilities should be located where there is a choice of travel options and should be accessible to all members of the community. Where possible community facilities should be located within existing centres.

The preamble to Core Strategy Policy BCS12 of the Core Strategy (2011) states that community facilities are wide-ranging and can include, among other uses, community centres, cultural centres and places of worship. Policy BCS12 states that community facilities should be located where there is a choice of travel options and should be accessible to all members of the community. Where possible, the policy states that community facilities should be located within existing centres. The preamble to the policy states: “The location of a community facility will depend upon its function and service users. Day-to-day facilities will need to be within the communities they serve and should be located within local centres. Higher-level facilities should be located within the most accessible parts of the city.

Paragraph 2.5.3 of the Site Allocations and Development Management Policies – Adopted July 2014, states that “Community facilities include all uses, commercial or non-commercial, that provide a social or welfare benefit to the community. Whilst protection is sought for all uses that meet this definition, community land and buildings are particularly important

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In support of their application, the Applicants state that South Bristol Youth Zone is to be a pioneering youth charity whose mission that will address the childhood crisis of social isolation and disadvantage. In common with all Youth Zones in the OnSide Network, South Bristol Youth Zone will be a separate Registered Charity, a standalone organisation receiving support and encouragement from OnSide.

The Youth Zone is being developed by OnSide Youth Zones with Bristol City Council as a strategic partner. Local youth charity, Youth Moves, will run the facility as part of the membership of the OnSide Network or Youth Zones.

It is noted that the project is in the early stages, but the capital funding and the initial years of operating costs will be secured by contributions from the council and funding coming from local businesses, in common with other Youth Zones, which are shining examples of true public/ private sector partnerships.

For these reasons, the proposals are consistent with Policy BCS12.

Taking the policies of the development plan as a whole, it is concluded that the proposal is not in accordance with the development plan because the application site is allocated for housing. However, the provision of this valuable community facility is regarded as a sufficient material consideration to indicate that a decision otherwise than in accordance with the development plan.

(B) IS THE DESIGN OF THE SCHEME ACCEPTABLE?

The NPPF and NPPG identify good design as a key aspect of sustainable development and establish the importance of local distinctiveness. Development should seek to promote character in townscape and landscape by responding to and reinforcing locally distinctive patterns of development, local man-made and natural heritage and culture, while not preventing or discouraging appropriate innovation.

The Bristol Core Strategy contains a number of policies relating to design that require development to be of the highest standard in terms of appearance, function, conservation of heritage assets, sustainability and maintaining and enhancing green infrastructure and protecting key views (BCS2). In particular policy BCS21 'Quality Urban Design' requires development to deliver high quality urban design that contributes positively to an area's character and identity, through creating or reinforcing local distinctiveness.

Policy DM26 'Local Character and Distinctiveness' further reinforces the importance of local character and distinctiveness; it lists a number of general design principles that contribute towards this. Also material to assessing the design of the proposal are policies DM27 'Layout and Form' which requires development to have a quality urban design that results in healthy, safe and sustainable places; DM28 'Public Realm' which requires that development creates or contributes to safe, attractive, high quality, inclusive and legible public realm that contributes positively to local character and identity and DM29 'Design of New Buildings' which requires new buildings to be designed to a high standard, setting criteria to assist in achieving this.

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The application proposal the proposal will respond appropriately to local patterns of movement and the scale, character and function of streets and public spaces surrounding the site. This will be reinforced by a detailed landscape scheme for the site.

The application proposal responds appropriately to the height, scale, massing, shape, form, and proportion of existing buildings surrounding it.

Overall, the design of this building has been assessed to be appropriate for this location.

(C) WOULD THE APPLICATION PROPOSAL HAVE AN ACCEPTABLE IMPACT ON NEIGHBOURING AMENITY?

Policy BCS21 expects development to safeguard the amenity of existing development and create a high quality environment for future occupiers.

In respect of local infrastructure, the imposition of a relevant condition will ensure that there is an adequate sustainable drainage system for the site. There is work to be undertaken to finalise the details of this, but Officers have no grounds of concern that this cannot be achieved and therefore do not consider that planning permission should be recommended for refusal at this time.

In respect of concerns about noise and light pollution, conditions are recommended to control the operational hours of the proposed Youth Zone and that details of the lighting for the site be submitted.

Concern about the disruption that will be caused during construction can be addressed through the implementation of a Construction Management Plan. A condition to secure this is recommended.

There is no evidence to suggest that the application proposal would give rise to an increase in crime and this fear could not be sustained as a grounds for refusing a planning application.

Overall, it is considered that through the imposition of relevant conditions, the amenity of surrounding residents can be safeguarded both during construction and operation of this use.

(D) HAS AN ACCEPTABLE TRANSPORT SOLUTION BEEN FOUND?

Summary

By virtue of creating a new signalised arm of the junction at Wills Way / Hartcliffe Way to create a turning head and drop off facility associated with the Youth Zone, the existing facilities for pedestrians and cyclists will be less convenient. The applicants have outlined why they require such a facility and demonstrated that mitigation measures will be undertaken to offset the worst of the consequences, and why alternative provision for dropping off cannot be made.

On balance, the Applicants have satisfied the Highways Authority are content that road safety will not be compromised to a severe level as to warrant a refusal, subject to several conditions and mitigation measures, which are set out in the recommendation.

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The proposed drop-off facility will necessitate a new arm on the existing traffic signal junction.

*Local Conditions**Walking and cycling network*

Hartcliffe Way has a shared use footway / cycleway across the frontage of the site. These are lit.

There are crossing facilities on all arms of the junction. There is also a pedestrian / cycle route to the north west of the boundary of the site, between Inns Court and Hartcliffe Way. Hartcliffe Way is a strategic cycling route and is identified in the West of England Local Cycling and Walking Infrastructure Plan 2020 – 2036 – Route 7.

Public transport services

The nearest bus stop on Hartcliffe Way is served by limited services – 515 is an hourly service and does not operate on a Sunday. 52 is a service between Hengrove Park and Old Market and only runs every two hours during the daytime on weekdays (no service after 6pm).

Route 96 is about to be withdrawn in April 2023. The 91 service terminates at Imperial Park, but is also about to be withdrawn in April 2023. Other services terminate in Hengrove Depot which is over 500m walk, which is outside of the generally accepted maximum walk distance for bus stops. These include services 75 and 76 from Cribbs Causeway via the City Centre, which have a better frequency, but the walk is via footways along the dual carriageways, a longer route through the Inns Court estate, or through an unlit unpaved open space south of Campian Walk.

It is therefore currently not easily accessible by public transport, and arrivals will be dependent on walking, cycling, e-scooter or private car.

It is likely that there will be increased demand on the stop arising from this proposal, and future increases to bus services are likely. To allow future users to be able to take advantage of public transport facilities and reduce their impact on the local network, improvements to the bus stop outside the site to make it more accessible and usable will be sought and secured through a relevant legal agreement.

Road Safety record

No injury collisions were recorded in the vicinity of the new access in the last three-year period (2019-2021). The Hartcliffe Way roundabout has experienced 10 injury collisions in the years 2019-2021 inclusive, two of which were serious. Because of the size of the roundabout and the spread of the collisions this is not identified as a cluster site, but indicates that additional significant pressure on this roundabout should be avoided.

*Access**Vehicles*

Vehicular access is proposed from the new arm of the traffic signals junction for cars and servicing vehicles, including any parents / carers dropping off the young people using the facility.

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The car park / servicing yard will be closed to the public and parents by an automated barrier.

Pedestrians and cyclists

Pedestrian and cycling access is provided from the new arm of the junction. There is also an additional proposed link to the adjacent foot/ cycle path towards Inns Court Road.

*Traffic Impact**Trip Generation*

It is anticipated that a fairly large proportion of users will be expected to arrive by foot, bicycle or public transport, given the age profile of the end-users.

As there is limited data for trip rate generation for similar facilities in the modelling system TRICs, the applicants have undertaken surveys of some of their other facilities throughout the country and applied a similar trip generation breakdown to this proposed facility.

The other similar facilities surveyed elsewhere have been predominantly in City Centre locations with better access to public transport than this site, so it is likely that the vehicular trip rate will be higher than suggested for this facility. It is therefore necessary that all modes of transport are considered, not just car users.

Drop off facility

The applicants propose a large drop off and turning area, necessitating a new junction arm and full traffic signal refurbishment of the Hartcliffe Way / Imperial Park junction. The need for a drop off facility is a requirement for the end-use operators, who have stated a requirement for at least 4 cars to be able to drop or collect young people at any time, and for safeguarding reasons they have also outlined a need to have unobstructed visibility between the site entrance and young people arriving by car.

Highway colleagues have reservations about this proposal, as it is considered an unnecessarily large facility to provide for a small number of movements, which could be accommodated elsewhere. After discussions about the size of the drop off and turning facility, the applicants were asked to assess alternative options. Other proposals were assessed but dismissed for number of reasons.

Other alternatives to this drop off facility which were explored included (but were not restricted to) the following:

Vehicular access from Inns Court – not considered acceptable by the applicants – the facility is to cater for all of the young people from South Bristol, and the access was designed to reflect this. Furthermore, consultation exercises indicated a high level of opposition from residents of Inns Court to a main vehicular access from this location.

Extension of existing bus layby to create additional space to accommodate drop off movements – not considered acceptable by the applicants, mainly for the operators' safeguarding requirements.

Access from other parts of the Hartcliffe Way / Hartcliffe Way Roundabout area – this

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would have proved too costly, and potentially blighted future development of the rest of the site for housing.

Traffic Signals – design

The new junction will sever the existing walking / cycling shared route along Hartcliffe Way. This will inconvenience pedestrians and cyclists to the extent that there will be a maximum wait of up to 80 seconds for a green light to cross the new junction arm, whereas before this movement would have been unobstructed.

The new crossing will be a toucan crossing in two stages. Pedestrians and cyclists will have a central island similar to the other arms of the junction. The width has been increased to meet minimum requirements for an island for a two-stage toucan crossing. It is not possible to make this a single stage crossing, as the width of the overall crossing would be too great to allow for this, leading to safety and capacity concerns.

A new right turn lane will be created in the existing verge on the south arm of Hartcliffe Way. This will lengthen the width of the pedestrian crossing on to the central refuge on the north-eastbound arm of Hartcliffe Way (the crossing between Aldi and the central refuge). This would reduce the refuge to below 5m, which is less than the minimum required width for a cycle crossing, so this would no longer be suitable as a toucan (shared use) crossing, which it is at present. This crossing would therefore be downgraded to a Puffin (pedestrian only) crossing.

Shared use cycle crossings would remain available across Hartcliffe Way on the north side of Wills Way.

A safety audit (Stage 1) has been undertaken, and issues which have been picked up in this have been resolved or will be accommodated in the detailed design of the scheme. Officers have raised additional concerns about the arm of the crossing across the entry of the new drop off facility, which will be very lightly trafficked. Because of the low levels turning in (particularly outside of evening and weekend peak times), regular users may become complacent about no turning movements at this location and risk crossing on a red light. This may have an additional impact due to the increased number of younger people at this location.

To reduce these risks and concerns about the inconvenience to pedestrians and cyclists using Hartcliffe Way, officers have requested the consideration of a diversion to the walking / cycling route away from Hartcliffe Way, up the new embankments and across the drop off facility, with a raised table affording priority to the ped / cycle movement. This would be a minor diversion from the existing route, but would allow a priority to the straight-through movement. However, the applicants have assessed this, as well as a less impactful hybrid option, and considered these unfeasible due to concerns about the potential impact on the drop off bays, impact on the retention tank, additional surface water drainage, potential effects on biodiversity net gain and existing green areas, as well as additional cost, and further excessive earthworks and hard surfacing.

The detailed design of the traffic signal junction would take place post any permission being granted. The Highways Authority are satisfied that there is adequate space available to accommodate the proposals.

Traffic Signals – capacity (Novers Lane / Hartcliffe Roundabout)

It is necessary to retain acceptable level of capacity at this junction. Should the junction be

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pushed over capacity, this would have the following impacts:

Queues on Hartcliffe Way towards Novers Lane junction, to the detriment of the metrobus operation and reliability.

Queues onto the Hartcliffe Way roundabout, leading to an increase in conflict and exacerbation of collisions to the detriment of safety

Queues exiting Imperial Park car park

These are considered unacceptable impacts, so it has been necessary to carefully scrutinise the proposals in terms of capacity.

The traffic signal model has been reviewed by Officers, and some alterations made to ensure that the model is robust both now and into the future in terms of capacity and to limit as much as possible the inconvenience for pedestrians and cyclists.

The model was also subjected to an additional uplift of 20% in traffic volumes to ensure a level of robustness. This should take into consideration the includes the relatively low trip generation used, the fact that the traffic surveys were undertaken before the opening of the Hartcliffe Waste Recycling Centre which has increased traffic in the area, and the impact of future housing and economic growth in the area into the future.

To keep the traffic signal cycle time as low as possible, the turning movements from the new junction have been incorporated into the existing signal staging as much as possible, rather than creating a whole new traffic signal stage plan purely for the new arm. This reduces wasted time between stages, and reduces additional inconvenience. However, this does require the removal of any straight ahead and right turn out of the new junction. The geometry of the junction has been altered to enforce this movement. Any users wishing to travel north-west would be required to use Hartcliffe Way Roundabout to turn around, which is a short and easy diversion. It is not considered that this movement will add any unacceptable increases to volumes at the roundabout.

Impact on Pedestrians / Cyclists

As the existing cycle route will be severed, this will inconvenience pedestrians and cyclists.

This is acknowledged by the applicants. At worst, a pedestrian / cyclist wishing to travel over the new junction arriving just as the green crossing lights went red would have to wait an additional 80 seconds for another green signal.

This inconvenience to existing users of this route, new users of the Youth Zone, and future users associated with additional housing and employment growth, and is contrary to policies DM23 and BCS10.

The test in NPPF required to refuse a planning application on transport grounds is whether the impact of the proposal will be 'severe'. The applicants have put forward reasons that suggested mitigation (outlined above) is unfeasible and do not consider the proposals to warrant a refusal on the grounds of severe impact.

On balance, the safety issues have been managed as much as they can be in this instance, and on balance your Officers do not consider that there are grounds to refuse this application on highways safety grounds.

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Drop Off Facility – internal arrangement

The internal layout can accommodate a 3.5m shared use path to the south, with associated buffer to protect cyclists from car doors opening out, as well as a parking layby for 4 vehicles, and a turning head for a standard waste collection vehicle. The unused central section of the turning head will be planted.

The swept paths for the refuse vehicle have determined the space required. Due to levels on the site, earthworks will be necessary to bring this up to a higher level, but there are no proposed structural retaining features.

It is not intended that the drop off facility and turning head will be adopted as this does not serve a highway function, and responsibility for maintenance will be determined between the operators and landowners. The extents of adoption will be determined during detailed design stage, as it will be necessary to adopt the traffic signal infrastructure.

There is an additional private parking and servicing area accessed from the turning area, which will be kept closed to vehicles except for disabled parking, minibuses and servicing vehicles.

Parking and Servicing

Car Parking

Four parking spaces are provided which consist of two disabled parking spaces and two minibus spaces. EV charging facilities are proposed. The applicants anticipate that staff would park offsite and this will be enabled by a robust travel plan. No Travel Plan has been submitted. It is unlikely that this will deter driving sufficiently to prevent any staff parking on-street. It is noted that staff would be most likely to want to park in Campian Walk, which is not adopted, and therefore any inconsiderate parking will not be enforceable or preventable by the Highway Authority. It is recommended that the Travel Plan contains an undertaking that staff will not park in Campian Walk.

Furthermore, any on-street parking will be likely to take place on the bend of Inns Court Road.

Whilst there is plenty of space to do this, there is a risk that this will cause obstruction to visibility at the crossing point and will also impact on junction safety. It will therefore be necessary to implement waiting restrictions in Inns Court to deter this.

A contribution of £12,000 to install waiting restrictions will also be required. The contribution would be returned if unspent.

The car parking area would be closed by an automated barrier.

Cycle Parking

Cycle parking is proposed – there will be 24 covered cycle parking spaces to the frontage. Showers, lockers etc will be provided within the facility by its nature.

Loading / Servicing

Loading and servicing (low levels of deliveries and waste collection) will take place from the

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private parking / servicing area. Swept paths have been provided demonstrating that the arrangement is workable. This can also accommodate any emergency vehicles.

Travel Planning

A Travel Plan has not been submitted. This will need to contain more robust measures than outlined in the Transport Statement. The submitted Travel Plan outlines the strongest deterrent to driving as the lack of available parking on site. However, there is ample uncontrolled parking nearby in the Inns Court estate, and it is likely that this will merely result in on-street parking nearby. The Travel Plan will need to be resubmitted and strengthened. A Travel Plan will therefore be secured by a pre-occupation condition and will need to be in line with the Travel Plan Guidance (available on the BCC Website). An Audit and monitoring fee will also be required and secured by a relevant legal agreement.

Construction Management

There are significant concerns about the buildability of this proposal and the impact on the highway network, particularly with regard to the large number of construction vehicles associated with the earthworks and construction onto an unsignalised junction. It is highly unlikely that the junction will be fully completed to enable the movement of construction traffic, and a phasing plan and temporary access arrangements will need to be put in place to accommodate construction. It is imperative that a Highway Network Management plan is progressed with urgency in discussion with Highways Network Management, before ANY building works are commenced, including site clearance. A pre-commencement condition will be essential.

It will also be necessary to ensure that construction traffic does not cause damage to the existing road infrastructure.

A condition survey of the existing highway network will need to be undertaken prior to commencement to ensure that any remedial works are quickly and easily identified and rectified once construction is completed. The scope of the survey will depend on the proposed routing and construction management phasing. A pre-commencement condition will be required to determine the state of the roads and footways, and the scope of the works, before any works take place.

Mitigation

Works will be secured through a highway condition and an agreement between the Transport Service and Capital Projects (the latter are anticipated to be delivering the highway works). An update on this will be provided at the Committee Meeting.

The mitigation works would include (as indicated in principle on plan 14935-MMD-XX-00-DR-C- 001 Rev P002):

- Improvements to wayfinding (local signing alterations)
New links to existing cycle track / footpath between Hartcliffe Way and Inns Court Road
- New junction into site
- Right turn lane into the site from Hartcliffe Way

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- Full Traffic Signal junction refurbishment
- Upgrading of the bus stop to include shelter, raised kerb and real time information
- Any remedial works associated with damage to the highway arising from the construction traffic
- Associated ancillary works
- Contribution towards TRO to prohibit turning movements from new junction arm (£6310)
- Contribution for Council to introduce waiting restrictions to deter obstructive parking in Inns Court Road area (£12k)
- Contribution for Travel Plan Monitoring and Audit Fee (£5693)

(E) DOES THE APPLICATION PROPOSAL ACCORD WITH POLICIES ON SUSTAINABILITY?

An update on compliance with relevant sustainability policies will be provided at the Committee Meeting. At the time of preparing the report, there is not full compliance with Core Strategy Policies BCS13, BCS14 and BCS15.

The current position in respect of Sustainability is as follows:

- Potential for Overheating

BCS13 requires that development integrates measures into the design to adapt to climate change. The submission at present does not include an assessment of how future climate will impact the performance of the development. It is noted that under BREEAM credit HEA04 (Thermal Comfort), it is proposed that a dynamic thermal model will be carried out to inform the building services design. Full advice on this was provided at the pre-application stage.

The applicant should submit an overheating risk assessment. This can be secured by condition.

- Securing a 20% reduction in Co2 emissions

In respect of compliance with Policy BCS14, whilst the energy statement states that PV will be utilised to achieve a 20% reduction in Co2 emissions on residual emissions, an energy table has not been submitted, so it is not possible to properly assess compliance with the policy.

There is a need for the Applicant to submit a completed energy table showing emissions at each stage of the energy hierarchy

- Energy efficiency

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The Energy Statement confirms the proposed energy efficiency measures.

- Heat Hierarchy

An update on the heat hierarchy for the building will be provided at Committee.

Renewable energy

The proposed PV is supported. However, as above an energy table is required to demonstrate that a 20% CO2 reduction is attributable to the PVs (or other renewable technologies).

A BREEAM Excellent rating is proposed in accordance with policy BCS15.

Waste

It is noted that the proposal will involve a significant amount of earthworks (CUT) and limited fill, so presumably the excavated material will require transporting off site.

Whilst the sustainability policies don't require that the scale of earthworks is limited, it should be borne in mind that this will have an environmental impact, including construction emissions and emissions associated with moving the excavated material off site.

It's noted in the BREEAM assessment that 4 credits will be targeted under credit WST01 (construction waste management), which will include a resource management plan including excavation waste showing waste arisings and management routes. However no targets are required to be set for excavation waste for the credits currently targeted.

Broadband

Evidence has been provided demonstrating that the site has been registered with a recognised provider to receive superfast broadband in accordance with policy BCS15.

(F) DOES THE APPLICATION PROPOSAL ACCORD WITH POLICIES ON ECOLOGY?

An update on ecology and biodiversity will be provided at the Committee Meeting.

(G) PLANNING CONDITIONS

An update on the planning conditions will be provided ahead of the Committee.

CONCLUSION

This report has been completed with compliance with some elements of sustainability and ecology still outstanding. Nevertheless, your Officers are content that compliance with these relevant policies can be secured, and an update will be provided at the Committee Meeting.

It is concluded that the proposal is not in accordance with the development plan policies related to the allocation of the site for housing but that, on balance, the provision of this valuable community facility is a sufficient material consideration to indicate that a decision otherwise than in accordance with the development plan can be made.

Development Control Committee B – 10 May 2023

Application No. 22/02345/F : Inns Court Open Space Hartcliffe Way Bristol BS4 1XD

This is an exciting project to secure a valuable community use for the benefit of residents of the city. It will provide a facility that will create a valuable resource for young people in the area. The proposal complies with Development Plan Policies related to community facilities.

It is recommended that this application be referred to the Secretary of State with a positive committee resolution.

Supporting Documents

Inns Court Open Space Hartcliffe Way

1. Proposed Elevations
2. First Floor GA Plan
3. Ground Floor GA Plan
4. South Bristol Youth Zones Proposed Turning Head & Junction

1. DO NOT SCALE FROM THIS DRAWING. USE FIGURED DIMENSIONS ONLY.
 2. TO BE READ IN CONJUNCTION WITH ALL OTHER CONSULTANTS' SPECIALIST DRAWINGS. REPORT ANY DISCREPANCIES BEFORE PROCEEDING WITH WORK COMMENCEMENT.
 3. ALL SETTING OUT DIMENSIONS TO BE CHECKED ON SITE BY CONTRACTOR BEFORE WORK COMMENCEMENT.

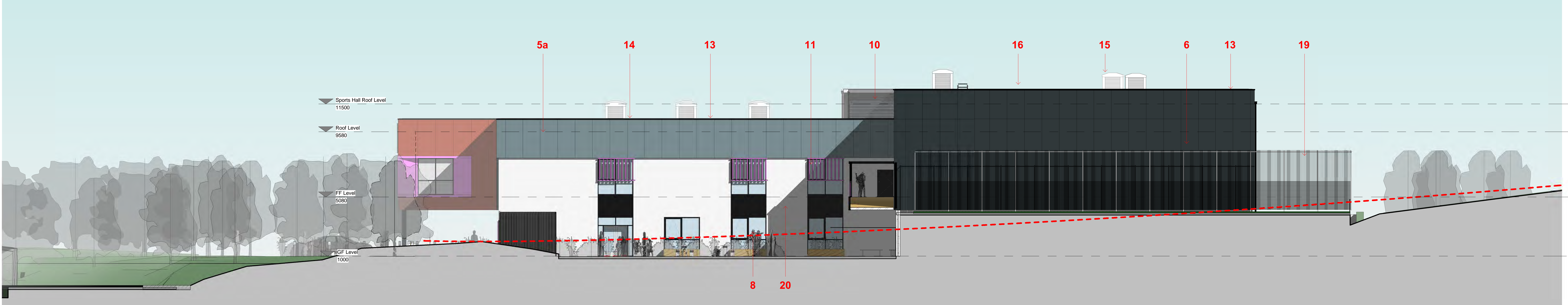
Elevation Legend

Materials Key

1. Rainscreen cladding panel Colour ref: Orange
2. Rainscreen cladding panel Colour ref: Russet Red
3. Rainscreen cladding panel Colour ref: Yellow Ochre
4. Rainscreen cladding panel Colour ref: Goosewing Grey
5. Rainscreen cladding panel Colour ref: Black
- 5a. Rainscreen cladding panel Colour ref: Anthracite Grey
6. Kingspan KS1000PL (plank), Anthracite Grey
7. Rainscreen Metal feature panel- splayed Colour ref: Telemagenta
8. Aluminium doors and windows (and spandrels), Bronze RAL 8080
9. Blockleys Windermere Grey Brick with grey recessed mortar
10. Metal plant screen louvres Colour ref: Anthracite Grey
11. Metal Brise soleil Colour ref:
12. Light grey single ply covering to roof stair
13. Metal coping Colour ref: Anthracite Grey
14. Polycarbonate Roofdome Colour ref: White
15. Windcatchers Colour ref: White
16. Solar PV panels on Sports Hall Roof
17. Glazed Bridge Link to MUGA Pitch with mesh and lid
18. Black upvc rainwater pipe and hopper
19. MUGA pitch with 4m high green rebound fencing with mesh lid
20. White rendered blockwork to allow for future mural



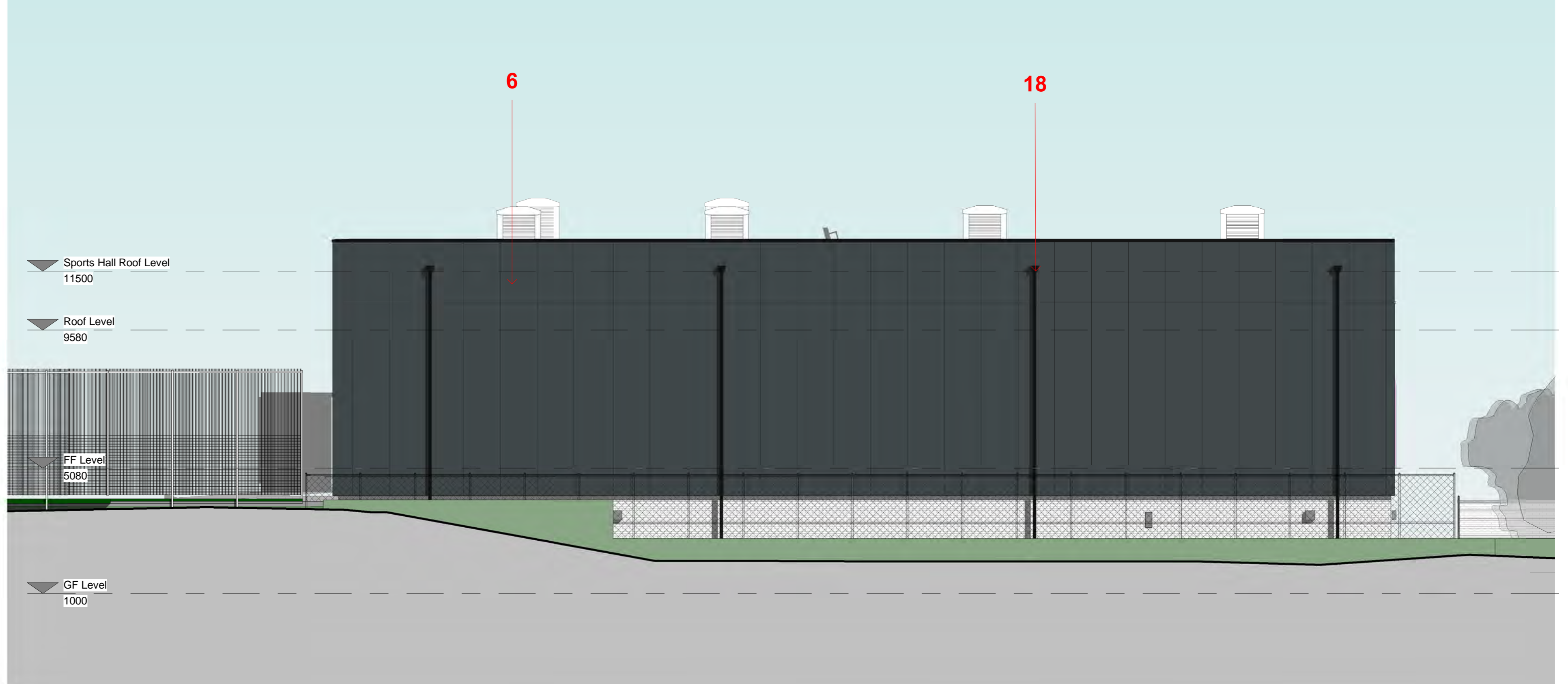
North Elevation
1:100



South Elevation
1:100



West Elevation
1:100



East Elevation
1:100

Page 110



REVISIONS	DATE	DRAWN BY	CHECKED BY
R	22.04.22	LM	OS
K	28.02.22	LM	OS
J	07.02.22	LM	OS
I	03.02.22	LM	OS
G	27.01.22	LM	OS
F	15.12.21	LM	OS
E	07.11.21	LM	OS
C	27.08.21	LM	OS
B	27.08.21	LM	OS

CLIENT	OnSite
PROJECT	BRISTOL YOUTH ZONE
TITLE	PROPOSED ELEVATIONS
NUMBER	20617_P250

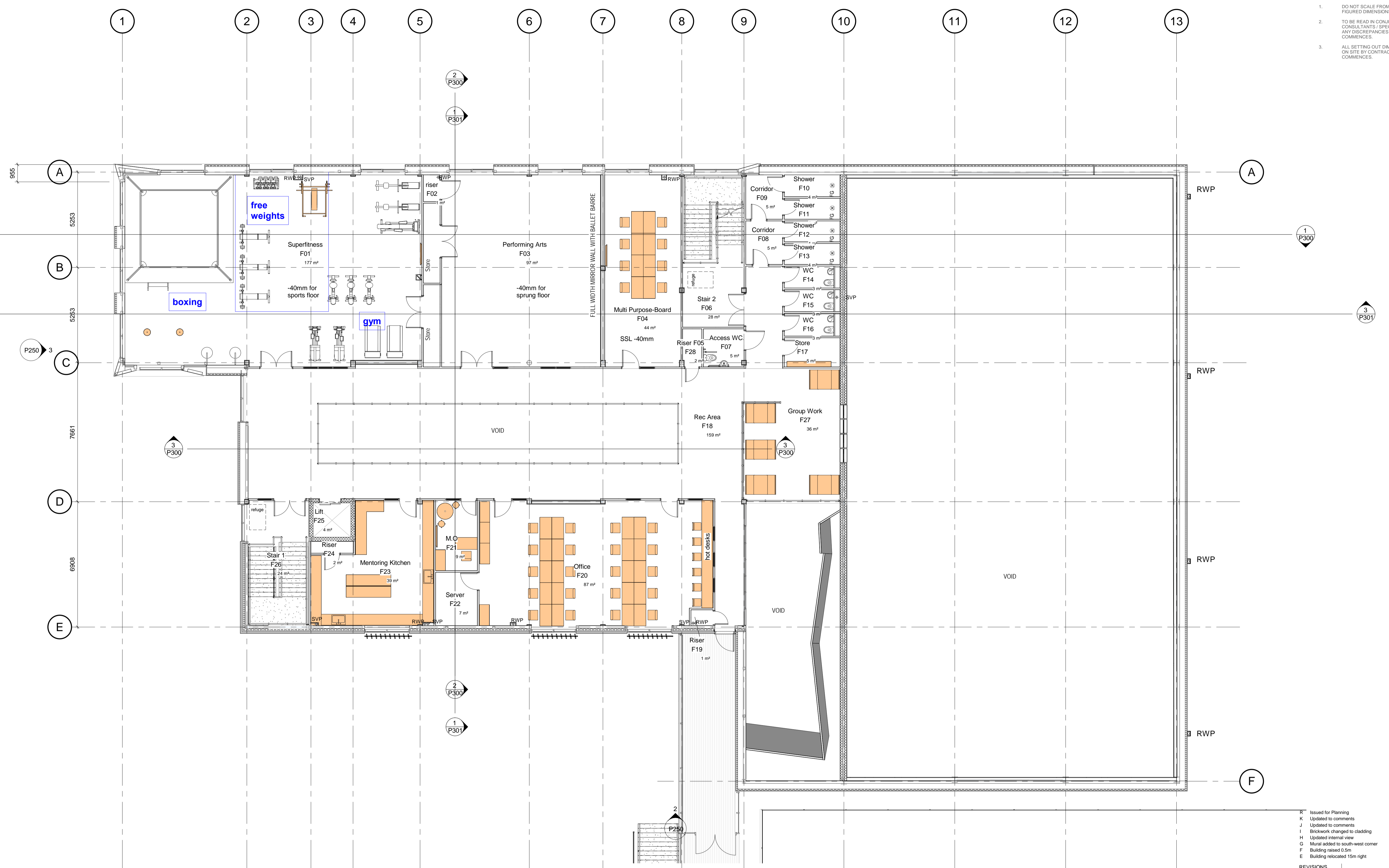
REVISION	DATE	DRAWN BY	CHECKED BY
R	11/08/21	LM	OS

seven.

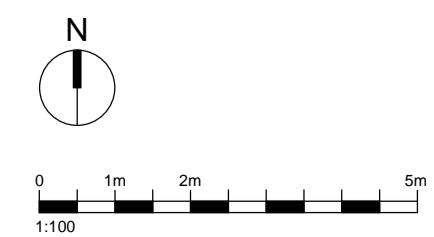
SEVENARCHITECTURE.CO.UK
 Studio at:
 81 Oxford Street,
 MANCHESTER, M1 6EG
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 E: 0203 036 0691

Notes:

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FF Level
1:100



REVISIONS	DATE; DRAWN; CHECK
R	Issued for Planning 22.04.22
K	Updated to comments 28.02.22
J	Updated to comments 07.02.22
I	Brickwork changed to cladding 03.02.22
H	Updated internal view 02.02.22
G	Mural added to south-west corner 27.01.22
F	Building raised 0.5m 15.12.21
E	Building relocated 15m right 7.11.21

CLIENT	OnSide
PROJECT	BRISTOL YOUTH ZONE
PROJECT NO.	20617
TITLE	First Floor Plan
DWG NUMBER	-P252
REVISION	R
STATUS	Planning
SCALE	1 : 100 @ A1
DATE	09/13/21
DRAWN BY	SK
CHECKED BY	SG

- Notes:
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 - ALL SETTING OUT DIMENSIONS TO BE CHECKED ON SITE BY CONTRACTOR BEFORE WORK COMMENCES.



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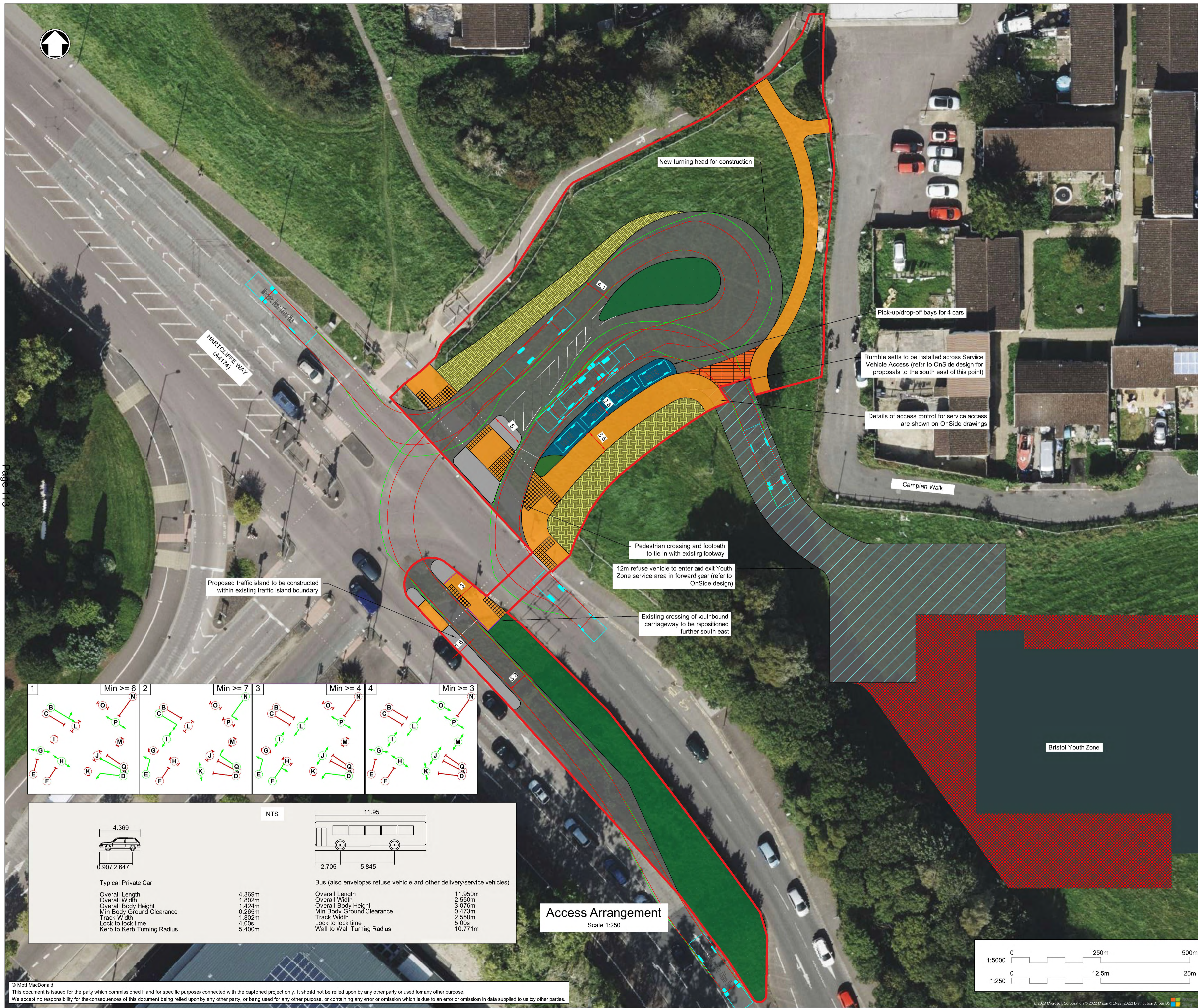
GF Level
1:100

REVISIONS	DATE; DRAWN; CHECK
R	Issued for Planning 22.04.22
K	Updated to comments 28.02.22
J	Updated to comments 07.02.22
F	Building raised 0.5m 15.12.21
E	Building relocated 15m right 7.11.21
D	Updated to comments 2.11.21
C	Updated following BREEM review meeting 08/09/21 LM OS
B	Amended window proportions 27/08/21 LM OS

CLIENT	OnSide
PROJECT	BRISTOL YOUTH ZONE
PROJECT NO.	20617
TITLE	Ground Floor Plan
DWG NUMBER	-P253
REVISION	R
STATUS	Planning
SCALE	1:100 @ A1
DATE	09/13/21
DRAWN BY	SK
CHECKED BY	SG

seven.
SEVENARCHITECTURE.CO.UK Studios at:

Unit 1.3 Wauk Mill 51 Bengal St MANCHESTER M4 6LN t: 0161 236 5655	Clarendon House Victoria Avenue HARRINGTON HG1 1D7 t: 01423 709 807	Y Neudd Llydyl 24 Greville Street Clerkenwell LONDON EC1N 8SS t: 07772819425	t: 0203 036 0691
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- Notes
1. This drawing is for outline design purposes only and should not be used for construction. Design may be subject to further change.
 2. All dimensions are in metres unless otherwise stated.
 3. Do not scale any items of information from this drawing.
 4. Drawing scaled at paper size A1.
 5. The existing junction will be expanded into a 4-way controlled junction. Traffic signals design and detailed layout to be developed during subsequent project stages.
 6. Vehicle tracking has been carried out using swept path analysis of vehicles representative of those expected to use the access arrangement shown.
 7. Signs and Traffic Signals to be developed in accordance with the Traffic Signs Regulations and General Directions 2016.
 8. Lighting and drainage designs to be developed during subsequent design stages.

Key to symbols

	Bitumen-based full depth carriageway construction
	Soft landscaping
	Shared use path
	Proposed earthworks (indicative extents)
	Youth zone main building
	Shared Youth Zone access (refer to OnSide design)
	External Youth Zone area (refer to OnSide design)
	Pedestrian guardrails
	Drop-off zone
	Rumble sets
	Traffic island
	Area of works to be designed and delivered by MottMcD and BCC



P02	13/03/23	OB	For planning: updated following Highways review	CK	AG
P01	14/03/22	TB	Outline design for planning	CK	JW
Rev	Date	Drawn	Description	Ch'kd	App'd

MOTT MACDONALD

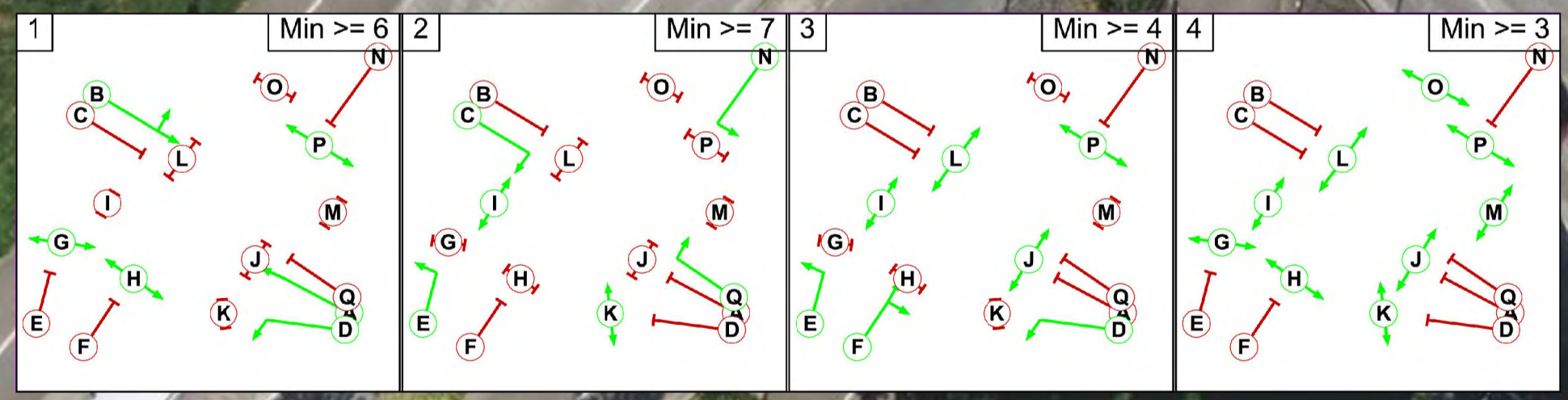
Mott MacDonald House
8-10 Sydenham Road
Croydon, CR0 2EE
United Kingdom

T +44 (0)20 8774 2000
F +44 (0)20 8681 5706
W mottmac.com

Client
Bristol City Council
Council House
College Green
Bristol
BS1 5TR

Title
**South Bristol Youth Zone
Access Arrangements
Proposed turning head and junction
alterations
General arrangement**

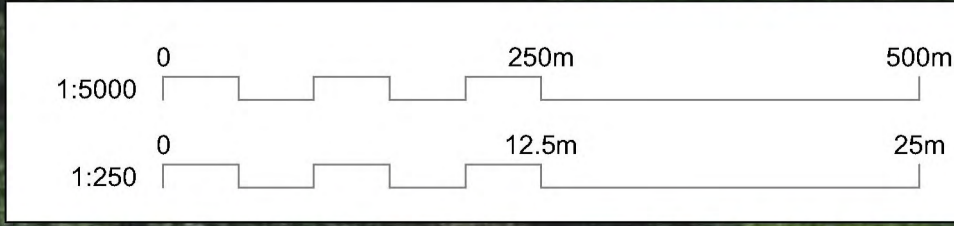
Designed	J Woodrow	JW	Eng check	C Kennedy	CK
Drawn	T Burden	TB	Coordination	C Kennedy	CK
Dwg check	C Kennedy	CK	Approved	J Weeks	JW
Scale at A1	Status	Rev	Security		
As Shown	PRE	P02	STD		
Drawing Number	104935-MMD-XX-00-DR-C-0001				



NTS

Typical Private Car		Bus (also envelops refuse vehicle and other delivery/service vehicles)	
Overall Length	4.369m	Overall Length	11.950m
Overall Width	1.802m	Overall Width	2.550m
Overall Body Height	1.424m	Overall Body Height	3.076m
Min Body Ground Clearance	0.265m	Min Body Ground Clearance	0.473m
Track Width	1.802m	Track Width	2.550m
Lock to lock time	4.00s	Lock to lock time	5.00s
Kerb to Kerb Turning Radius	5.400m	Wall to Wall Turning Radius	10.771m

Access Arrangement
Scale 1:250



Development Control Committee B – 10 May 2023

ITEM NO. 3

WARD: Hotwells & Harbourside

SITE ADDRESS: Capricorn Place Pontoon Hotwell Road Bristol BS8 4SX

APPLICATION NO: 22/06080/FB Full Planning

DETERMINATION DEADLINE: 2 March 2023

Construction of pontoon infrastructure to deliver a mooring facility including storage facilities and amenities building and installation of floating reed beds.

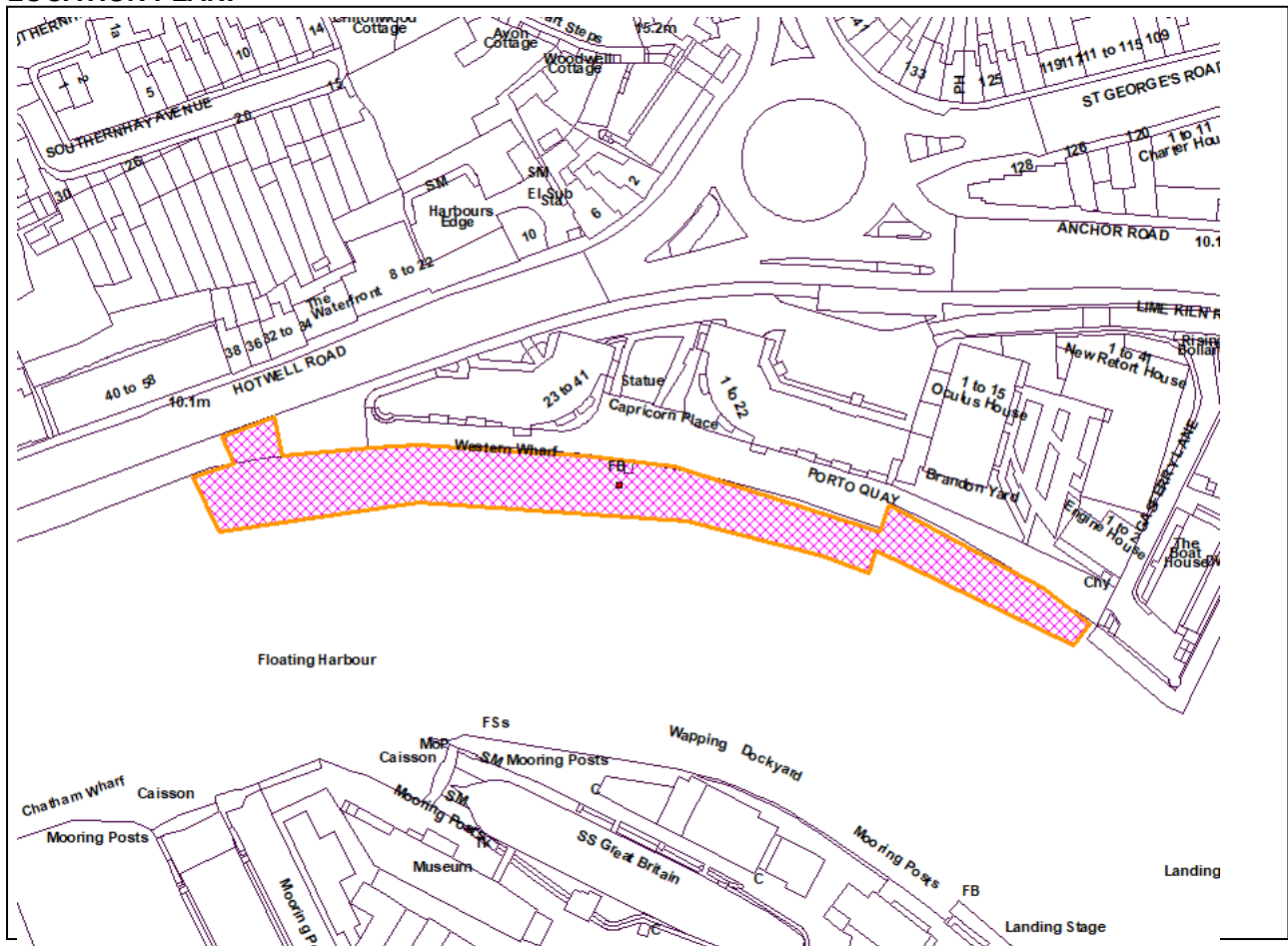
RECOMMENDATION: Grant subject to Condition(s)

AGENT: Avison Young
Avison Young
St Catherine's Court,
Berkeley Place,
Bristol.
BS8 1BQ

APPLICANT: Bristol City Council
City Hall
College Green
Bristol

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

LOCATION PLAN:



Development Control Committee B – 10 May 2023**Application No. 22/06080/FB : Capricorn Place Pontoon Hotwell Road Bristol BS8 4SX****SUMMARY**

The application which is submitted by Bristol City Council has been brought to the Planning Committee for consideration as the Officer recommendation is that the application is approved despite a significant number of objections having been received from local residents. The application has been called in by Councillor Patrick McAllister.

It is considered that the proposal in the Floating Harbour to the south of Capricorn Quay would provide improved mooring facilities allowing a significant increase in the number of boats mooring. This would result in commensurate uplift in income generated for continued reinvestment into the Floating Harbour, together with other benefits to users of the Floating Harbour by supporting Bristol's water-based recreation and leisure provision in the harbour whilst also delivering a high-quality development that respects the heritage and environmental constraints of the site.

Further to this, the proposed floating reed beds would deliver biodiversity net gain and enhancement to green infrastructure in creating new habitat for wildlife including flora and fauna.

No objections to the proposal have been raised by Council Officers including Transport Development Management, Urban Design & Conservation, Pollution Control, Air Quality, Ecology and Flood Risk. In addition, the Crime Reduction Unit, Historic England and the Environment Agency also raise no objections.

SITE DESCRIPTION

Capricorn Quay is an area which sits to the north bank of Bristol's Floating Harbour, south of Hotwell Road. In the immediate vicinity the north bank is characterised predominantly by residential development and also by commercial businesses. Across the river, the south bank is characterised by a mixture of mooring facilities (Bristol Marina), cultural attractions (SS Great Britain), dry docks, warehousing, residential housing and commercial businesses.

Bristol Floating Harbour itself is used predominantly for leisure and recreation purposes, including ferry boat services between the north and south banks of the river and leisure boating and mooring. The proposal site is currently occupied by a collection of several small temporary floating rafts that are used by the Harbour Master to store equipment. The SS Great Britain sits directly and permanently to the south of the proposal site in a dry dock. The site lies within the City Docks Conservation Area and is within Flood Zone 3.

RELEVANT HISTORY

21/00154/PREAPP Installation of pontoon with associated infrastructure. Date Closed 30 March 2021
CLOSED

APPLICATION

The description of development reads as follows:

“Construction of pontoon infrastructure to deliver a mooring facility including storage facilities and amenities building and installation of floating reed beds”.

The application proposes to construct a mooring facility in the Floating Harbour to the south of Capricorn Quay providing berthing for up to 34 boats and at the western end a single storey welfare facility (showers, toilets and disposal of waste from boats). Pedestrian access to the pontoon would be provided and controlled by a locked gate and ramp leading to the quayside above. Floating reedbed

Development Control Committee B – 10 May 2023**Application No. 22/06080/FB : Capricorn Place Pontoon Hotwell Road Bristol BS8 4SX**

features would also be provided to create an ecological habitat.

As detailed in the Design & Access Statement, the pontoon has been designed to follow the curvature of the jetty wall so it is set back from the main harbour channel. Black metal railings and gate will be installed on the bridgehead matching the existing harbour wall railings and will run the length of the ramped sections leading to the pontoon.

The galvanised pontoons will consist of a sandstone-coloured Glass Reinforced Plastics (GRP) deck with an anti-slip profile and will be specified to match other existing pontoon designs in the harbour. All materials will be sustainably sourced where possible, such as recycled plastic for the decking and floatation. Discreet 4300k low energy light-emitting diode (LED) lighting will be provided sensitively by the low-level service pedestals in each bay for the safety of users. The pontoon will have silent flexible rubber connections to reduce noise from use as well as wave action.

RESPONSE TO PUBLICITY AND CONSULATION**NEIGHBOUR CONSULTATION**

The application was advertised via Site Notice, Press Advert and Neighbour Notification letters. Subsequently 2 neutral comments and 35 objections were received. Issues are summarised as follows:

- views of the SS Great Britain will be impacted
- impact on visual amenity
- natural habitats for bird life could be affected.
- potential increase in noise disturbance
- potential for anti-social behaviour
- potential impact of diesel fumes and emissions
- potential increase in rubbish/litter
- potential increase in pollution
- loss of privacy to flats in Capricorn Place
- lack of detail in terms of ongoing management of proposal
- lack of detail in terms of foul waste disposal
- lack of wheelchair and disabled access
- impact on historic wall
- impact on bat population
- other more suitable locations for moorings

OTHER COMMENTS

Councillor Patrick McAllister:

“I have been contacted by a number of local residents who have asked me to convey the following reasons for referral:

- That the design of the proposed pontoon system is inappropriate for a heritage area, as it will obscure the public sightline from Hotwell Road and the promenade towards the SS Great Britain and Albion dockyard.
- Unacceptable levels of noise created by engines, wind and wave-induced movement of boats, rigging, and walkways as well as potentially noisy parties caused by users of the leisure moorings.
- Increases in air pollution in the area from engine fumes and solid fuel usage, especially considering the already dangerous levels of air pollution along Hotwell Road. This is particularly concerning to

Development Control Committee B – 10 May 2023

Application No. 22/06080/FB : Capricorn Place Pontoon Hotwell Road Bristol BS8 4SX

residents of the abutting Capricorn Place, who rely on air circulation systems which draw in air from the harbourside of the development.

- Concerns that the proposed reedbeds will not be maintained adequately in the long-term due to costs and the difficulty of removing litter from them on a regular basis, potentially creating a public eyesore.

I would greatly appreciate it if this application could, if recommended for approval, please be referred to Development Committee so that members of the public can make their case directly to the panel”.

INTERNAL CONTRIBUTORS

Urban Design/Conservation: No objection. Relocation of security gate further down the ramp addresses heritage and design concerns. Siting, design and scale of proposal would have no unacceptable impact on heritage assets. Please see Key Issue B for further details

Pollution Control: No objection. Management Plan is considered acceptable. Please see Key Issue C for further details

Air Quality: No objection subject to a condition prohibiting the use of solid fuels. Please see Key Issue C for further details

Transport Development Management (TDM): No objection subject to conditions. Please see Key Issue D for further details

Ecology: No objections. Submitted EclA is considered acceptable. Please see Key Issue E for further details

Flood Risk: No objection

EXTERNAL CONSULTLEES

Crime reduction: No objection. Condition advised relating to CCTV and lighting

Environment Agency: No objection.

Historic England: No objection

RELEVANT POLICIES

National Planning Policy Framework – 2021

Bristol Local Plan comprising Core Strategy (Adopted June 2011), Site Allocations and Development Management Policies (Adopted July 2014) and (as appropriate) the Bristol Central Area Plan (Adopted March 2015) and (as appropriate) the Old Market Quarter Neighbourhood Development Plan 2016 and Lawrence Weston Neighbourhood Development Plan 2017 and the Hengrove and Whitchurch Neighbourhood Development Plan 2019.

In determining this application, the Local Planning Authority has had regard to all relevant policies of the Bristol Local Plan and relevant guidance

Development Control Committee B – 10 May 2023**Application No. 22/06080/FB : Capricorn Place Pontoon Hotwell Road Bristol BS8 4SX****KEY ISSUES****(A) IS THE PRINCIPLE ACCEPTABLE IN LAND USE TERMS?**

Policy BCS2 states that development within the city centre will include mixed uses for offices, residential, retail, leisure, tourism, entertainment and arts and cultural facilities. Continued improvement will be promoted in regeneration areas including Harbourside and the Floating Harbour will be maintained as a location for maritime industries and water related recreation activities.

Policy DM22 specifies that development which is adjacent to, or contains, waterways will be expected to take opportunities to enhance the recreation and leisure role of on-site waterway(s).

Policy BCAP9 details that proposals for new cultural facilities, tourist attractions and water-based recreation uses in the city centre boundary will be encouraged. Existing cultural, tourist and water-based recreation facilities should be retained in those uses and enhanced where possible unless appropriate replacement facilities are provided in a suitable alternative location.

Policy BCAP41 requires that development will be expected to enhance the Harbourside's role as an informal leisure destination and a focus for maritime industries, creative industries and water-based recreation, preserving and enhancing the setting of the neighbourhood's major attractions including the Floating Harbour itself.

The application is submitted by Bristol City Council and the proposed development is considered to deliver important benefits to the City of Bristol. The investment into the Floating Harbour will improve its physical infrastructure and ensure the ongoing viability of moorings with the City Docks. Extra moorings within this northern bend of the Floating Harbour will replace existing temporary floating rafts, improve the visual appearance of the area and have a beneficial effect on tourism and local business.

Members are to be aware that a report in respect of the Capricorn Quay project was taken to BCC Cabinet in March 2023 to request approval to use a Green Recovery Fund (GRF) grant of £480,000 which was awarded to Bristol City Council by the West of England Combined Authority (WECA). The funding is to be used to install floating eco-systems around new pontoons, alongside providing the additional 34 berths in the harbour at Capricorn Quay.

BCC Cabinet approved the revised scope of the Capricorn Quay project and authorised the Executive Director for Growth and Regeneration, in consultation with the Mayor, to take all steps to accept and spend the £480,000 of WECA funding to install floating eco-systems around new pontoons at Capricorn Quay. It is the intention to use part of the funding to appoint a reed bed specialist to supply, install and maintain the reed bed system and this is to be secured by a Landscape and Ecological Management Plan (LEMP) condition

The proposed development is therefore considered to be acceptable in principle and land use terms as it meets the requirements of Policies BCS2, DM22, BCAP9 and BCAP41

(B) WOULD THE PROPOSAL BE ACCEPTABLE IN RESPECT OF DESIGN AND THE CHARACTER AND APPEARANCE OF THE CONSERVATION AREA?

Policy BCS21 advocates that new development should deliver high quality urban design that contributes positively to an area's character and identity.

Policies DM26-29 of the Site Allocations & Development Management Policies require development to contribute to the character and distinctiveness of an area through its layout, form, public realm and building design.

Development Control Committee B – 10 May 2023**Application No. 22/06080/FB : Capricorn Place Pontoon Hotwell Road Bristol BS8 4SX**

Policy BCS22 requires development proposals to safeguard or enhance heritage assets and the character and setting of areas of acknowledged importance.

Policy DM31 sets out general principles for development which may have an impact upon heritage assets. This includes development involving any alterations, extensions or changes of use to listed buildings, or development in their vicinity, which will be expected to have no adverse impact on those elements which contribute to their special architectural or historic interest, including their settings. Similarly, development within or which would affect the setting of a conservation area will be expected to preserve or, where appropriate, enhance those elements which contribute to their special character or appearance.

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) requires local planning authorities, when considering whether to grant planning permission, to have special regard to the desirability of preserving the setting of listed buildings. In exercising their planning functions with respect to any building or other land within a Conservation Area, Local Planning Authorities must also pay special attention to the desirability of preserving or enhancing the character or appearance of that area, in accordance with Section 72 of the same Act.

A 'heritage asset' is defined in the NPPF (Annex 2) as:

"A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing)"

'Significance' is defined (also in Annex 2) as *"the value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting."*

The NPPF seeks to conserve and enhance the historic environment and states that, in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made to their setting. Heritage assets include Scheduled Ancient Monuments, Conservation Areas, historic buildings, and areas of archaeological importance. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use (NPPF paragraph 202)

The application site is located within the City Docks Conservation Area and is also within the setting of several listed buildings including: SS Great Britain - Grade II* Listed; Wapping Dock Gasferry Road (next to SS Great Britain) - Grade II* Listed; Bust of Samuel Plimsoll, Capricorn Place - Grade II Listed; Retort House, Gasferry Rd, Canons Marsh (West side) - Grade II Listed; Former Engine House, Gasferry Rd, Canons Marsh (West side) - Grade II Listed; Gateway and Boundary walls to Gasferry Lane, Gasferry Road, Canons Marsh (West side) - Grade II Listed; and Quay Wall and Bollards to Narrow Quay - Grade II Listed. The Mardyke Wharf is identified within the submitted Heritage Statement as a non-designated heritage asset due to its age and nominal architectural interest.

The submitted Heritage Statement sets out that the proposal will result in a change to the character and appearance of the City Docks Conservation Area and to the setting of nearby heritage assets. However, as agreed by the Council's Urban Design and Conservation Officers, this change is not considered to amount to any harm to the historic character, appearance, setting or significance of any of the designated heritage assets detailed above.

The pontoon design is considered consistent with the character and appearance of other existing mooring facilities within the Floating Harbour which are already visible and experienced in views throughout the Conservation Area and in the setting of nearby heritage assets. The pontoon will

Development Control Committee B – 10 May 2023**Application No. 22/06080/FB : Capricorn Place Pontoon Hotwell Road Bristol BS8 4SX**

constitute a low-rise feature in the harbour which is sensitive in its design to the existing context of the proposal site, including the curve of the harbour wall, and will not obscure key views throughout the Floating Harbour or further beyond it.

Following comments received by the Urban Design and Conservation Team the proposed security gate has been re-positioned to be further down the access ramp to the pontoon so as not to obscure views and vistas towards the Floating Harbour and other heritage assets which are visible from the harbour walkway, including the SS Great Britain.

Further to this, it is not considered that the presence of any masts or rigging from any moored vessels in this location will significantly restrict views across the harbour when viewed from the elevated walkway or flats adjacent to the proposal site. The presence of additional moorings in this location will be entirely consistent with the character, appearance and historic significance of this part of the City Docks Conservation Area.

Objectors have raised concerns regarding the potential for damage to the Brandon Yard harbour wall from the floating reed beds being attached to it. An examination of the Pinpoint, Knowyourplace and Historic England mapping facilities confirms that this section of the wall is not listed, with the listed section of the wall being further to the east along Gasworks Lane. Members are advised that this listed wall is not affected by the proposed reed beds.

The applicant has demonstrated that the following public benefits of the proposal which are agreed by Officers:

- Improvements will support the success, increase and ongoing viability of moorings within the City Docks;
- The investment into the Floating Harbour will improve its physical infrastructure, in turn improving the experience of Bristol's residents and visitors; and
- Extra moorings within this underused northern bend of the Floating Harbour will replace existing temporary floating rafts, improve the visual appearance of the area and have a beneficial effect on tourism and local business.

Having regard to paragraph 202 of the NPPF, the public benefits of the proposal outlined above, including supporting the optimum viable use of the City Docks and Floating Harbour, clearly outweigh any perceived 'less than substantial harm' to nearby designated heritage assets.

The proposal is therefore considered to be satisfactory having regard to para 202 of the NPPF and also Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and all other heritage considerations. The positive weight associated with this development is also considered to accord with the expectations of policies BCAP41, BCS21, BCS22, DM26-29 and DM31.

(C) WOULD THE PROPOSAL HAVE ANY ADVERSE IMPACT ON THE AMENITY OF SURROUNDING DEVELOPMENT?

BCS21 provides a set of criteria for the assessment of design in new development. Proposals are expected to safeguard the amenity of existing development and deliver a high-quality environment for future occupiers.

In the immediate vicinity of the proposal site, the north bank is characterised predominantly by residential development, with the nearest residential properties being at Capricorn Place. These properties are in an elevated position above the Harbour Wall Walkway, with the proposed pontoon at its closest point being approximately 7m to the south of the properties and approximately 4m below the

Development Control Committee B – 10 May 2023**Application No. 22/06080/FB : Capricorn Place Pontoon Hotwell Road Bristol BS8 4SX**

Harbour Wall Walkway. Further to the east the proposed floating ecosystem reed beds are in front of the Harbour Wall Walkway adjacent to Brandon Yard

Objections has been received from residents of these adjacent properties raising concerns in relation to the loss of privacy, additional noise disturbance and the potential for an increase in anti-social behaviour associated with the use of the proposed pontoon infrastructure

The applicant has submitted a Management Plan which details how the pontoon will be managed. Boat owners will be able to book a berth for their vessel throughout the year via the Harbour Office. The length of stay is governed by the type of licence purchased. Issue of a licence is subject to the boat owner's agreement to conform to applicable harbour regulations, including any that are specific to Capricorn Quay.

Access to the pontoon will be through a secure gate requiring an individual code meaning the pontoon and facilities building will not be accessible to the general public. The gate will be linked to the Harbour "Salto" security system and each individual boatowner will have a unique code meaning the Harbour Authority will always know and have a record of who is accessing and utilising the pontoon and facilities. CCTV and lighting will be provided in association with the proposed pontoon to ensure the safety of users and discourage crime and anti-social behaviour from occurring at the proposal site. Details of this are to be secured by condition.

Moorings within this area will be designated 'Leisure' only meaning that any vessels cannot be used as permanent residencies. Measures to ensure noise reduction and disturbance will be written into the licence agreement signed by boaters who will use the pontoon and facilities.

In addition, as detailed in the Management Plan, the licence contract states that boaters must abide by the Harbour Byelaws which make specific reference to disorderly behaviour that may or is likely to cause a nuisance, disturbance or annoyance to other persons.

The requirement for boaters to sign this contract is considered sufficient to manage and mitigate any noise nuisance or anti-social behaviour with a specific view to protecting the amenity of nearby residents. As such, it is considered that adequate controls are in place to limit the potential for unacceptable noise disturbance or anti-social behaviour associated with the use of the proposed pontoon.

Considering the degree of separation and change in levels between the proposed pontoon and adjacent flats, it is not considered that there will be any unacceptable additional degree of overlooking or loss of privacy over and above that associated with the existing pedestrian use of the Harbour Wall Walkway.

Concerns have also been raised in relation to additional smell nuisance and air pollution from the burning of solid fuels by any vessels that may be moored at the proposal site. Members are advised that a condition will be applied to the decision notice prohibiting the use of solid fuel in this location. It is also noted that the Management Plan references that this requirement is being included in the new licences currently being drafted by the Harbour Master.

In terms of emissions from diesel engine fumes, the Council's Air Quality Officer has not raised any concerns on this issue as except when vessels are arriving or leaving the pontoon the running of engines is often done for the purpose of providing power. The pontoon will include provision of a power supply which will therefore mostly negate the need for diesel engines to be run whilst being moored at the proposal site.

Therefore, the proposed development is not considered to have any unacceptable degree of additional adverse impact on the current level of residential amenity and living conditions awarded to the surrounding properties. The proposal therefore accords with the requirements of policies BCS21

Development Control Committee B – 10 May 2023**Application No. 22/06080/FB : Capricorn Place Pontoon Hotwell Road Bristol BS8 4SX****(D) WOULD THE PROPOSED DEVELOPMENT SATISFACTORILY ADDRESS HIGHWAY SAFETY, TRANSPORT AND MOVEMENT ISSUES?**

Policy BCS10 and Policy DM23 require that development does not give rise to unacceptable and/or unsafe highway impacts. Development should be designed and located to ensure the provision of safe streets. With regards to parking and servicing, Policy DM23 specifies development proposals will be expected should provide an appropriate level of safe, secure, accessible and usable parking provision having regard to the Council's parking standards contained within in the parking schedule at Appendix 2 of the SADMP.

No objection to the proposed development has been raised by the Council's Transport Development Management (TDM) Officer. All works are to be undertaken south of the Harbour Wall and will not have an impact upon the highway or walking routes around the harbourside.

In terms servicing of for boaters, the local highway network is sufficiently protected to prevent fly-servicing and the Mardyke Wharf car park (an approximate 260m walk away) can be utilized. It is also noted that there are numerous bus routes and local amenities within the vicinity of the site offering alternative modes of transport if needed.

TDM had originally raised concerns regarding access for disabled users (please see Key Issues F for further details). The Harbour Master has confirmed that the Brunel Quay which lies to the immediate southeast of the proposal site has fully accessible toilet and shower facilities which are solely for the use of visiting boaters. The Harbour Master has confirmed that the provision of mooring for boaters with disabilities will always be available upon request in this location meaning that the lack of similarly accessible facilities at the proposal site is considered acceptable in this instance.

TDM have advised that a waste management plan is conditioned to ensure there is no storage of bins on the highway or within the nearest car park.

The proposal is therefore considered to accord with the requirements of policies BCS10 and DM23.

(E) IMPACT ON ECOLOGY

The NPPF requires the decision-making process to contribute to and enhance the natural and local environment, by recognising its character, minimising the impacts of development and by requiring remediation and mitigation where appropriate.

Policy DM19: Development and Nature Conservation states that: "Protected Species are subject to separate legislation which determines appropriate development and approaches to mitigation. Protected Species legislation will need to be met before planning permission can be granted."

The application is supported by an Ecological Impact Assessment (EclA) Report which the BCC Ecologist has confirmed as being thorough and to appropriately identify the ecological features of the site along with mitigation required to minimize potential impacts of the proposed development

It has been confirmed that the proposals will deliver a biodiversity net gain through the provision of floating reed beds. It is considered that the proposal will boost green infrastructure within the Floating Harbour and create new habitat for wildlife including flora and fauna. The ongoing management and maintenance of the reed beds will be secured by a Landscape and Ecological Management Plan (LEMP) condition.

Objectors have raised concerns in relation to the impact the proposed development may have on the local bat population. Most notably attention has been drawn to the presence of a common pipistrelle

Development Control Committee B – 10 May 2023**Application No. 22/06080/FB : Capricorn Place Pontoon Hotwell Road Bristol BS8 4SX**

day roost in West Purifer House (Retort House) which is situated 10m from the edge of the current dock and proposed reed bed/ floating Ecosystem Modules.

The consultant Ecologist has responded by stating that this is in reference to the refurbishment of West Purifer House (Retort House) which identified the presence of a roost back in 2017. The refurbishment of this building has since been completed, including the destruction of the identified roost under licence with mitigation for the loss in the form of bat boxes installed along the length of the building.

The consultant Ecologist has stated that works to install the 85m of floating Ecosystem Modules cannot cause negative impacts to the bat roost identified at West Purifer House (Retort House) in 2017 due to this roost being destroyed under licence during the refurbishment works. However, assuming that the mitigation bat boxes are active bat roosts (no evidence of monitoring work is available) it is still considered that the installation of the floating ecosystem modules are unlikely to cause any negative impacts due to them being located in an already highly urbanised area which is subject to a high level of existing anthropogenic disturbance (public, vehicles, lighting etc) and any wildlife in the area will already be habituated to this type of disturbance. The installation of the floating ecosystem modules is not considered likely to increase an already high level of disturbance.

Finally, the consultant Ecologist has detailed that once the floating ecosystem modules are established, they are likely to be of a positive benefit to bats roosting at West Purifier House (Retort House) as well as any other bats locally, as they will create 85m of potential foraging habitat which does not currently exist. These findings have all been agreed by the BCC Ecologist

The proposal therefore accords with the requirements of DM19 in terms of the impact on nature conservation and protected species

(F) EQUALITIES ASSESSMENT

During the determination of this application due regard has been given to the impact of this scheme in relation to the Equalities Act 2010 in terms of its impact upon key equalities protected characteristics. These characteristics are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. There is no indication or evidence (including from consultation with relevant groups) that different groups have or would have different needs, experiences, issues and priorities in relation this particular proposed development. Overall, it is considered that this application would not have any significant adverse impact upon different groups or implications for the Equality Act 2010.

The proposed pontoon and facilities building will be accessed via a new bridge and ramp. Objectors have raised concerns that this will not provide a suitable means of access for some disabled and less able-bodied persons.

As noted in the submitted Management Plan, it is recognised that the current design for the pontoon is not fully wheelchair accessible/compliant. However, as mentioned in Key Issue D the existing pontoon at the adjacent Brunel Quay to the immediate southeast of the proposal site is level with the surrounding land and has a fully accessible toilet and washing facility building which is available solely for the use of visiting boaters. Visiting boaters with access needs will be able to use this nearby location to moor whilst visiting the harbour.

It is proposed that as part of the management of the booking of moorings, those visitors without special access requirements will be allocated spaces at Capricorn Quay in the first instance, with spaces at Brunel Quay being kept free should visitor boaters with special access requirements need a space. Such spaces would be kept clear until all other spaces at Capricorn Quay are occupied, at which point, it would be a first come first served basis for the spaces along Brunel Quay (as would be standard).

Development Control Committee B – 10 May 2023**Application No. 22/06080/FB : Capricorn Place Pontoon Hotwell Road Bristol BS8 4SX**

Given the constraints of the proposal site and the nearby presence of this existing fully accessible provision, Members are advised that it is not considered necessary for the proposed facilities at Capricorn Quay to be fully accessible although opportunity has been taken to provide the ramped access to accommodate access without steps.

It is important to note that to make the pontoon infrastructure fully accessible it would be necessary to install a lift access. Given the concerns raised in regarding the proposed security gate with respect to the visual impact upon the Conservation Area, it is likely that Officers will consider the structure required to deliver lift access to constitute increased harm to the character, appearance and significance of the Conservation Area.

Therefore, on balance the proposed access arrangements are considered acceptable in this instance and that due regard has been given to the impact of this scheme in relation to the Equalities Act 2010.

CONCLUSION

Members are advised that the proposed development would accord with the requirement of policies BCS2, DM22, BCAP9 and BCAP41 as it is considered to deliver public benefits and to support Bristol's water-based recreation and leisure provision in the harbour by delivering a significant contribution to meeting the demand for mooring facilities.

The siting, design, scale, materials and overall appearance of the proposal are not considered to have any unacceptable or harmful impact on the character, appearance, setting or historic significance of designed heritage assets within the vicinity of the proposal site including the City Docks Conservation Area.

It is considered that the submitted Management Plan and required harbour licence provide adequate protection to the current level of residential amenity and living conditions awarded to residents. Further to this, both the Council's Air Quality and Pollution Control Officers have raised no objection to the proposal subject to a condition prohibiting the burning of solid fuel for heating purposes.

The proposed floating reed beds would deliver biodiversity net gain, increase green infrastructure within the Floating Harbour and create new habitat for wildlife including flora and fauna. It is also key to note that the submitted ecological report confirms that no protected species will be harmed through the development and biodiversity will be protected through proposed mitigation measures.

Considering the available fully accessible facilities at the adjacent Brunels Quay, in this instance the lack of fully accessible pontoon infrastructure is considered acceptable as confirmed by TDM Officers.

On balance, the proposal is considered to accord with the relevant local and national planning policies and is an acceptable form of development. Members are advised that the application should be approved subject to the following conditions.

RECOMMENDED GRANT subject to condition(s)**Time limit for commencement of development**

1. Full Planning Permission

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

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

Development Control Committee B – 10 May 2023**Application No. 22/06080/FB : Capricorn Place Pontoon Hotwell Road Bristol BS8 4SX****Pre commencement condition(s)****2. Construction Management Plan**

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

- o 24 hour emergency contact number;
- o Hours of operation;
- o Parking of vehicle of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
- o Routes for construction traffic;
- o Locations for loading/unloading and storage of plant, waste and construction materials;
- o Method of preventing mud being carried onto the highway;
- o Measures to protect vulnerable road users (cyclists and pedestrians)
- o Any necessary temporary traffic management measures;
- o Arrangements for turning vehicles;
- o Arrangements to receive abnormal loads or unusually large vehicles;
- o Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

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

3. Landscape and Ecological Management LEMP

Prior to commencement of the development hereby approved, the details in the outline management plan included in the BNGA (SLR Consulting, November 2022) should be confirmed and captured in a 30-year Landscape and Ecological Management Plan (LEMP) submitted by the applicant for approval to the Local Planning Authority. The LEMP should set out management details and objectives of the floating ecosystem, include a finalised planting list, and show how management of the site will be resourced and monitored by an agreed contractor/management group

Reason: In accordance with Policy DM19 and to secure the longevity of the ecological enhancements provided by the proposal. In addition, The Environment Act (2021) requires habitats to be maintained for 30 years after development is completed (schedule 7A, Part 1, paragraph 9) to secure net gains for biodiversity.

4. Construction Environmental Management Plan (CEMP)

Prior to commencement of the development hereby approved, the applicant shall submit a standalone Construction Environmental Management Plan (CEMP) to be approved in writing by the Local Planning Authority. This shall include measures to comply in full with the recommendations made in the EclA (SLR Consulting, V2 April 2023) i.e using best-practice pollution prevent measures to minimise negative impacts on water quality within the Avon New Cut LNR and the River Avon SNCI during construction, and using good biosecurity measures to ensure works avoid the spread of quagga mussel (*Dreissena bugensis rostriformis*) and zebra mussel (*Dreissena polymorpha*).

Development Control Committee B – 10 May 2023

Application No. 22/06080/FB : Capricorn Place Pontoon Hotwell Road Bristol BS8 4SX

The development shall be carried out in full accordance with the approved details or any amendments agreed in writing by the Local Planning Authority.

Reason: In accordance with Policy DM19 and to demonstrate compliance 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.

Pre occupation condition(s)

5. Otter Holt

Prior to the development hereby approved being first brought into use, the applicant shall submit a site plan to be agreed in writing by the Local Planning Authority that shows the provision and location of an artificial otter holt in a suitable location on the site (identified by a suitably qualified ecologist).

Reason: To offer this species potential to colonise and breed within the area.

6. Waste Management Plan

No building or use hereby permitted shall be occupied or use commenced until a waste management plan setting out how waste will be stored and collected has been prepared, submitted to and approved in writing by the Local Planning Authority. The measures shall thereafter be implemented in accordance with the approved waste management plan for the lifetime of the development.

Reason: To ensure appropriate waste management facilities are provided to accommodate all waste generated by the development.

7. CCTV

Prior to the first commencement of use, full details of the provision of CCTV and external lighting shall be submitted to and approved in writing by the Local Planning Authority and will thereafter be implemented in accordance with the approved details for the lifetime of the development

Reason: To protect the amenity of surrounding properties from any anti-social and public safety issues

Post occupation management

8. Flood Risk

The development shall be carried out in accordance with the submitted flood risk assessment (ref EVY1081 Rev B, Proposed Floating Pontoon, Capricorn Quay, Bristol Floating Harbour, Bristol, dated 21 December 2022) and the following mitigation measures it details:

- Section 7, page 21 Proposed guide piles of the pontoon shall be set no lower than 9.89 metres above Ordnance Datum (AOD)
- Section 7, page 21 guard rails.

These mitigation measures shall be fully implemented prior first operation. They shall be retained and maintained thereafter in the interests of flood risk management.

Development Control Committee B – 10 May 2023**Application No. 22/06080/FB : Capricorn Place Pontoon Hotwell Road Bristol BS8 4SX**

Reasons: To reduce the risk of the pontoon from floating off the piles.

9. Burning of solid fuels

There shall be no burning of solid fuels for heating at any time by boats within the Capricorn Quay Pontoon.

Reason: In the interests of air quality and to safeguard the amenity of nearby premises and the area generally.

10. Nesting birds

If works are proposed within the nesting bird period (March to August inclusive), nesting bird checks shall be completed by a suitably qualified ecological consultant to ensure that no breeding birds would be adversely affected including by disturbance by the works. Where checks for nesting birds are required, they shall be undertaken no more than 48 hours prior to the removal of vegetation. If nesting birds are found, a 5m buffer zone shall be implemented and works shall not be carried out in that area until the chicks have fledged.

Reason: To ensure that wild birds, building or using their nests are protected, to demonstrate compliance with the 1981 Wildlife & Countryside Act (as amended).

List of approved plans

11. List of approved plans and drawings

The development shall conform in all aspects with the plans and details shown in the application as listed below, unless variations are agreed by the Local Planning Authority in order to discharge other conditions attached to this decision.

CQ_FM_S_001 Proposed West Elevation Section, received 27 April 2023

Location plan, received 5 January 2023

CQ_FM_P_002 Proposed facilities building floor plan, received 5 January 2023

CQ_FM_E_002 Proposed facilities elevation, received 5 January 2023

CQ_FM_EL_001 Proposed mooring elevation, received 3 April 2023

CM_FM_P_001 Proposed stie layout, received 5 January 2023

Reason: For the avoidance of doubt

Advices

1. Flood Risk Management Environmental Permit - advice to local planning authority and applicant

This development may require a permit under the Environmental Permitting (England and Wales) Regulations 2016 from the Environment Agency for any proposed works or structures, in, under, over or within eight metres of the top of the bank of the Floating Harbour, designated a 'main river'. This was formerly called a Flood Defence Consent. Some activities are also now excluded or exempt. A permit is separate to and in addition to any planning permission granted. Further details and guidance are available on the GOV.UK website: <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>.

Development Control Committee B – 10 May 2023

Application No. 22/06080/FB : Capricorn Place Pontoon Hotwell Road Bristol BS8 4SX

We advise the harbour authority should be consulted to ensure the proposed development does not adversely affect the integrity of any assets within their remit. The applicant should be aware that the consent of the owner/ maintainer may be required and they should consult them as appropriate.

Note to local planning authority

In accordance with the Planning Practice Guidance (Reference ID: 7-043-20140306), please notify us by email within 2 weeks of a decision being made or application withdrawn. Please provide us with a URL of the decision notice, or an electronic copy of the decision notice or outcome.

A copy of this letter has been forwarded to the agent. Please do not hesitate to contact me should you have any further queries.

2. Impact on the highway network during construction

The development hereby approved and any associated highway works required, is likely to impact on the operation of the highway network during its construction (and any demolition required). You are advised to contact the Highway Authorities Network Management Team at traffic@bristol.gov.uk before undertaking any work, to discuss any temporary traffic management measures required, such as footway, Public Right of Way, carriageway closures or temporary parking restrictions a minimum of eight weeks prior to any activity on site to enable Temporary Traffic Regulation Orders to be prepared and a programme of Temporary Traffic Management measures to be agreed.

3. Pollution Prevention

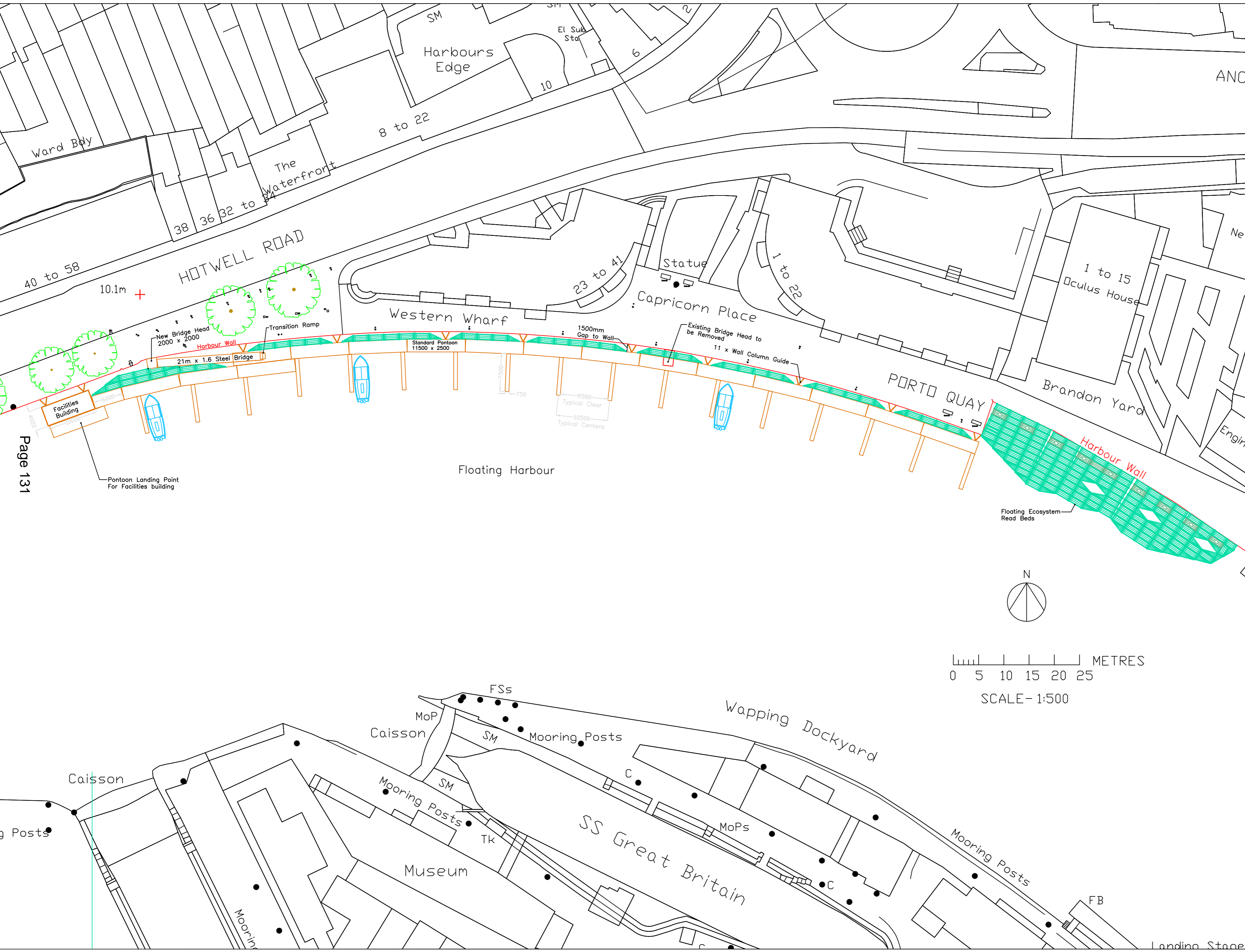
It is recommended that all works comply with the Guidance for Pollution Prevention Works and Maintenance in or near water: GPP 520.

Supporting Documents

Capricorn Place Pontoon, Hotwell Road

1. Site Location Plan
2. Proposed Layout
3. Section showing West Elevation
4. Proposed South Elevation
5. Proposed Facilities Building Elevations
6. Proposed Facilities Building Floor Plan

Do not scale from this drawing. All dimensions to be checked on site. This drawing to be read in conjunction with relevant NBS specification. All steelwork to structural engineers details / requirements.
Notes:



Page 131

Rev	Date	Note	By
X	**/**/**	X	XX

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Client:
CLIENT

Project Title or Address:
**Capricorn Quay
 Bristol Floating Harbour**

Drawing Title:
**Proposed Layout Plan
 New moorings and Facilities Building**

Drawn By	IJM	Scale	1:500@A2
Date Drawn	26/08/2022	Issue Date	**/**/**
Project Number	*****	Revision	X

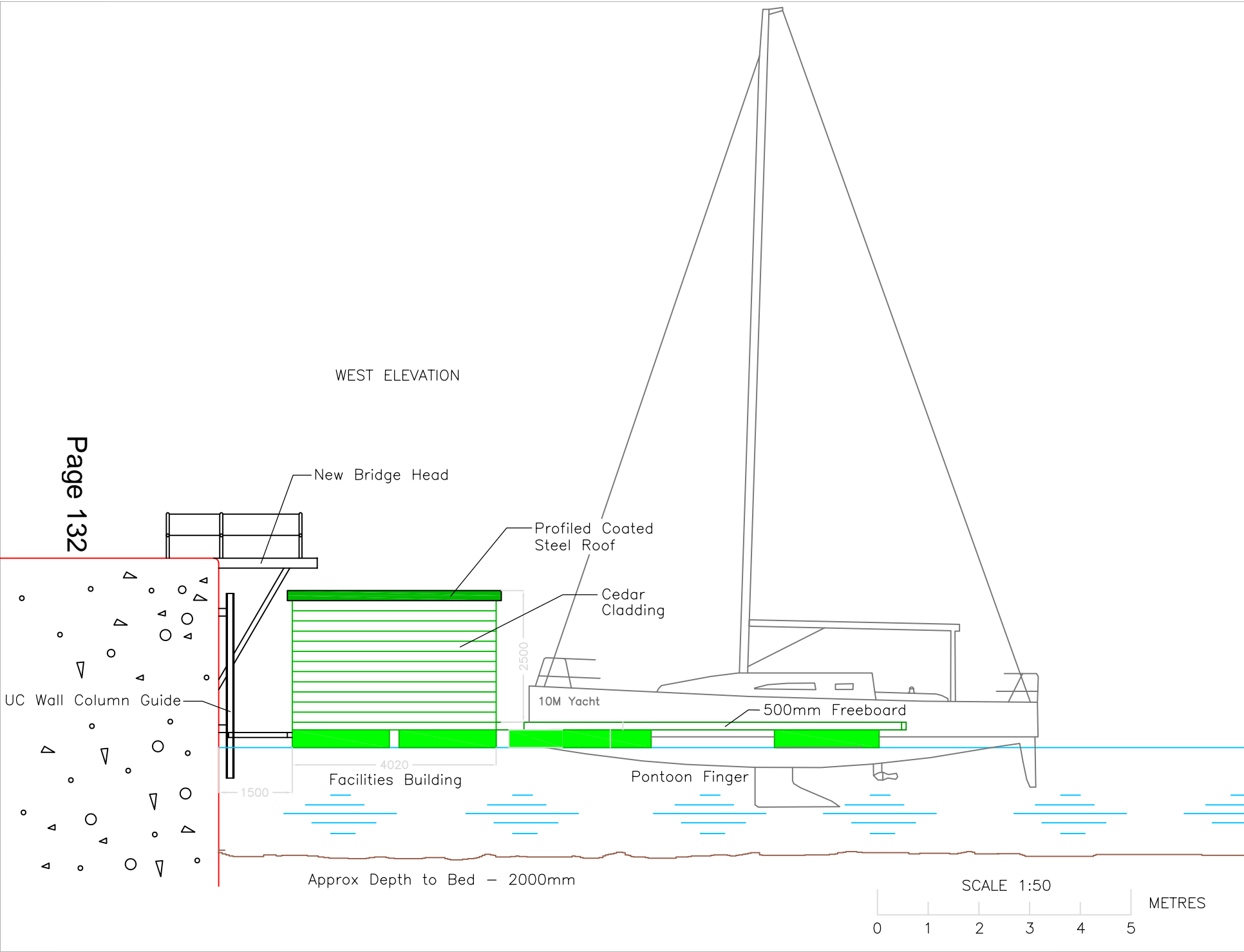
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WEST ELEVATION



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Client
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Project Title or Address
 Capricorn Quay
 Bristol Floating Harbour
 Proposed Facilities Block & Moorings

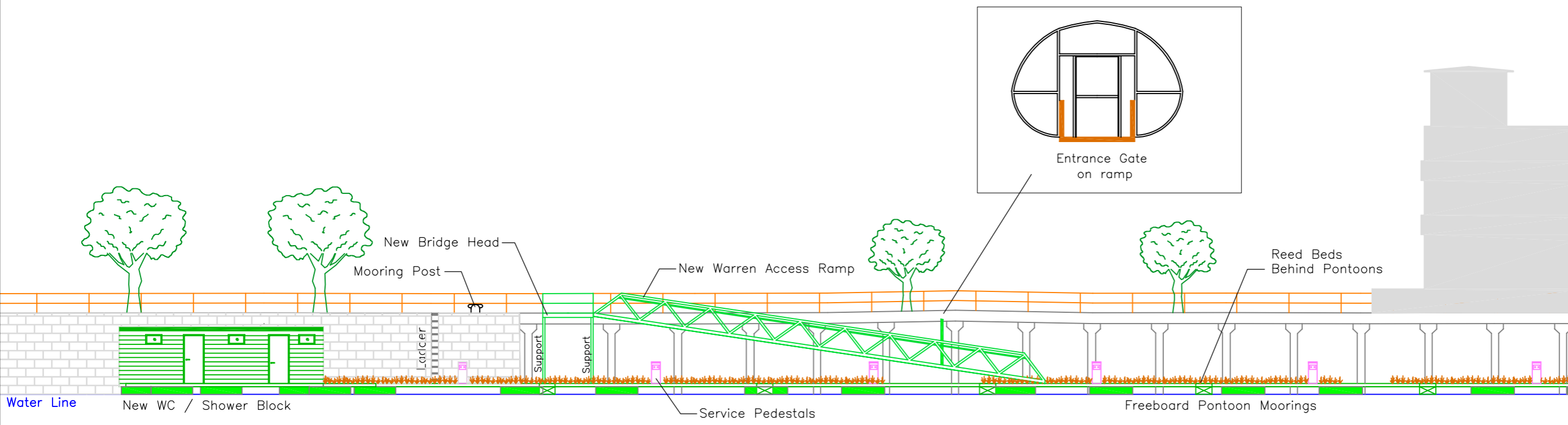
Drawing Title
 Section Showing West Elevation of Facilities Block and Extent of New Finger Moorings

Drawn By LJM	Scale 1:50@A2
Date Drawn 12/10/2022	Issue Date **/**/**
Project Number *****	Revision X

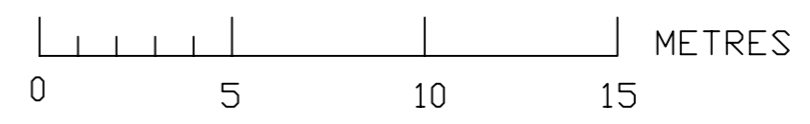
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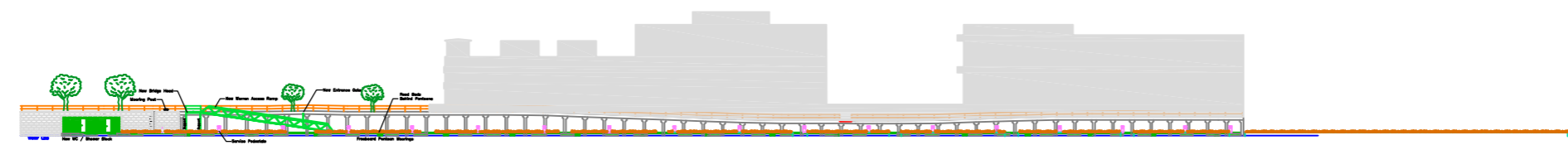
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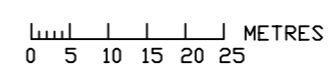
SOUTH ELEVATION - SCALE 1:100



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SOUTH ELEVATION - SCALE 1:500
FULL EXTENT OF PROPOSED MOORINGS



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Client
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Project Title or Address
**Capricorn Key
 Bristol Floating Harbour**

Drawing Title
**Proposed South Elevation Showing Facilities Building
 Access Ramp and Part of Mooring Pontoons**

Drawn By LJM	Scale 1:100 / 1:500 @A1
Date Drawn 11/10/22	

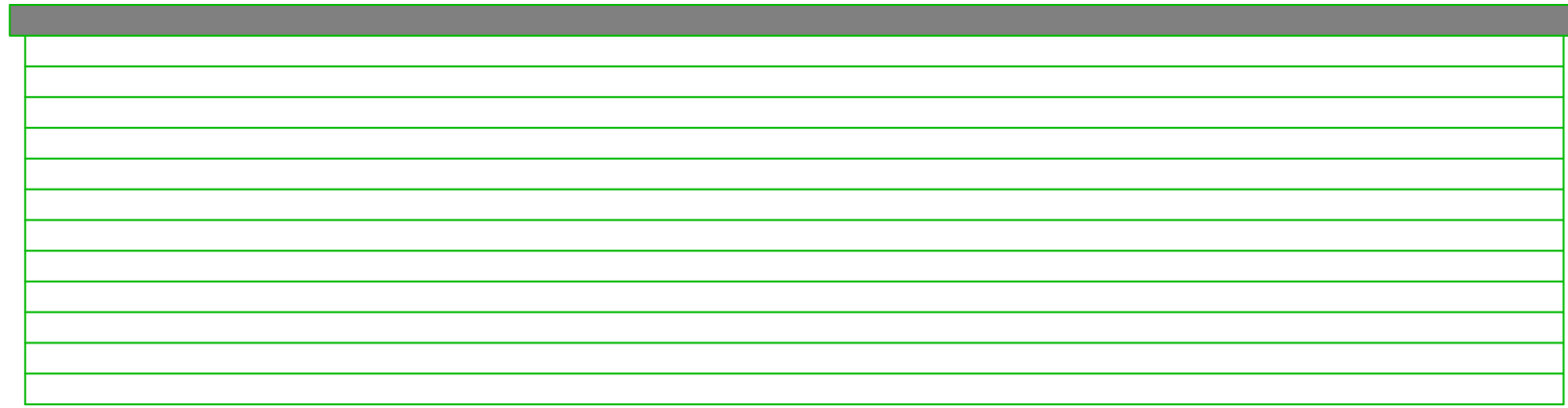
Project Number *****	Issue Date **/**	Revision X
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Drawing Number
CQ_FM_EL_001

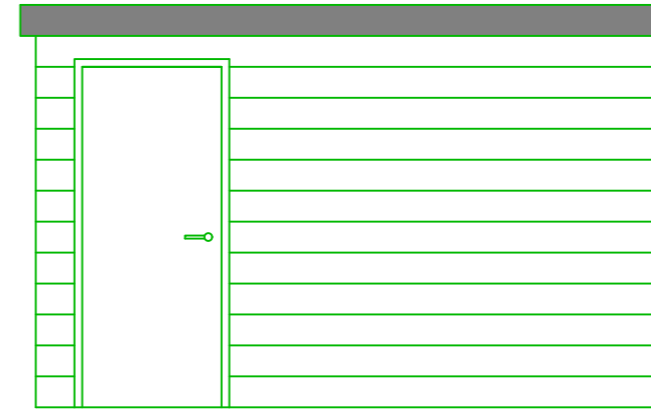
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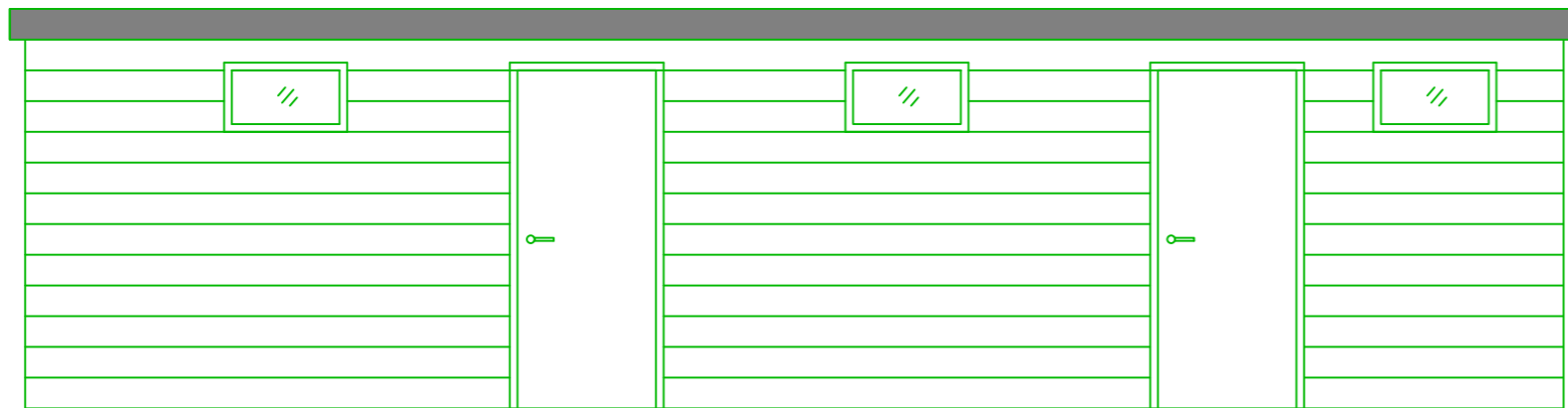
CAPRICORN KEY - FACILITIES BUILDING - ELEVATIONS



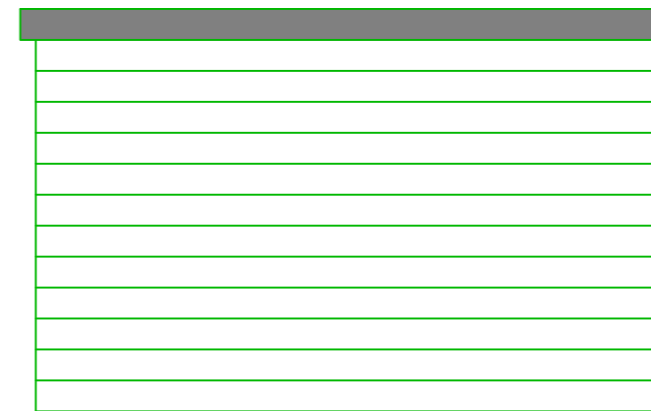
NORTH



EAST



SOUTH



WEST

SCALE 1:50



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Rev	Date	Note	By

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Project Title or Address
 Capricorn Key
 Bristol Floating Harbour

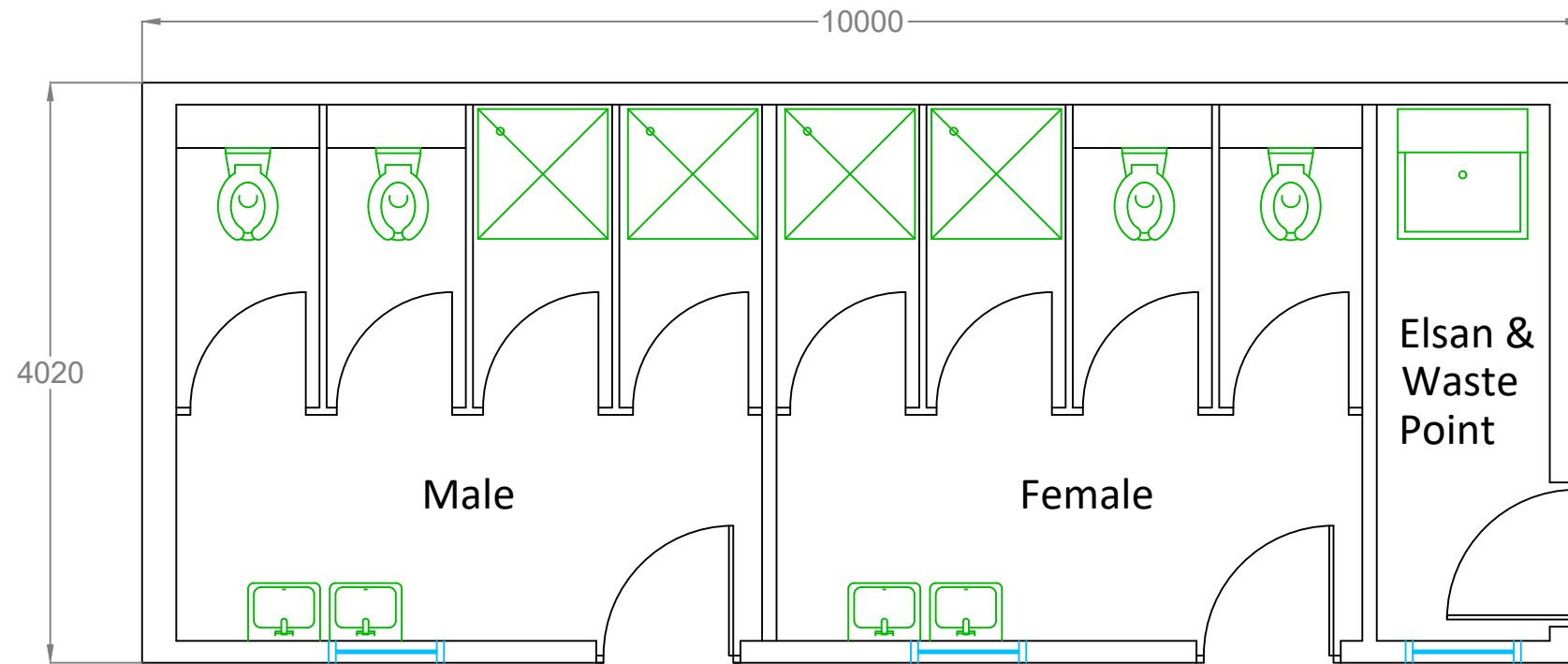
Drawing Title
 Proposed Facilities Building
 Elevations

Drawn By IJM
 Date Drawn 14/12/22
 Scale 1:50@A2

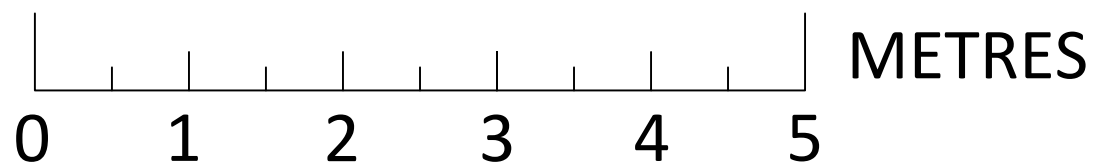
Project Number *****
 Issue Date **/**/**
 Revision X

Drawing Number
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SCALE 1:50



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Project Title or Address
Capricorn Key
Bristol Floating Harbour

Drawing Title
Proposed Facilities Building
Floor Plan

Drawn By IJM	Scale 1:50@A3
Date Drawn 19/12/22	

Project Number *****	Issue Date **/**/**	Revision X
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Development Control Committee B – 10 May 2023

ITEM NO. 4

WARD: Hartcliffe & Withywood

SITE ADDRESS: (Bathurst Basin Bridge Commercial Road) Land Between The A370 Long Ashton Bypass In North Somerset And Cater Road Roundabout Cater Road Bristol

APPLICATION NO: 22/05943/X Variation/Deletion of a Condition

DETERMINATION DEADLINE: 16 March 2023

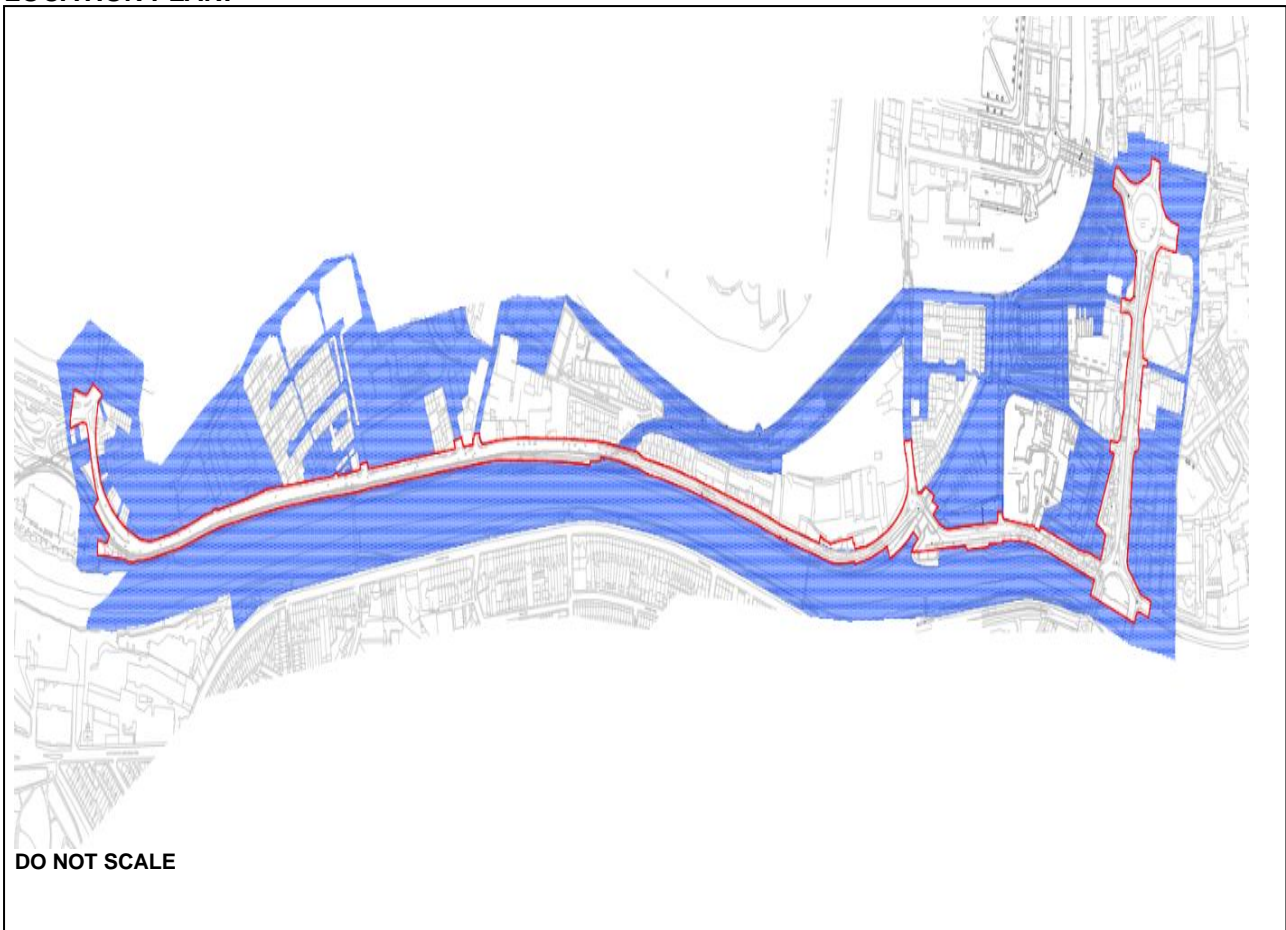
Application for the removal of conditions 4, 10 and 13 following grant of planning application 16/05853/X for the variation of condition number 18 - Phase 1. for planning permission - 13/05648/FB.

RECOMMENDATION: GRANT subject to Planning Agreement

APPLICANT: Bristol City Council
100 Temple Street
Bristol
BS1 6AG

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

LOCATION PLAN:



Development Control Committee B – 10 May 2023**Application No. 22/05943/X : (Bathurst Basin Bridge Commercial Road) Land Between The A370 Long Ashton Bypass In North Somerset And Cater Road Roundabout Cater Road Bristol****SITE DESCRIPTION AND BACKGROUND**

In 2014, planning permission was granted for a revised section of the Ashton Vale to Temple Meads (AVTM) section of MetroBus, from Avon Crescent, along Cumberland Road to Redcliff Hill (application ref: 13/05648/FB).

This planning permission comprised of a new junction with Cumberland Road, a new bridge at Bathurst Basin, flood protection measures, demolition and reconstruction of walls, realignment of highway, crossings, traffic signals and temporary construction areas, bus stops and shelters.

In 2016, an application (ref. 16/05853/X) was approved to vary an approved plan under section 73 of the Town and Country Planning Act 1990 on planning permission 13/05648/FB to allow for the position of the proposed new bridge at Bathurst Basin to be amended.

Avon Crescent

Avon Crescent is characterised by a row of Grade II Listed Georgian houses, located along the eastern side of the road, fronting onto a footway and the highway. The western side of Avon Crescent is comprised of the retaining structure for Cumberland Road and a brick substation building with parallel parking bays along the highway. A stepped access through the retaining wall provides pedestrian access from Cumberland Road to the southern end of Avon Crescent.

Included within the planning permission (ref. 16/05853/X) for AVTM, is a phase of development associated with MetroBus at Avon Crescent which is yet to be implemented. This is comprised of:

- One-way exit from Avon Crescent to Cumberland Road – closing Avon Crescent to normal motorised traffic entering from Cumberland Road.
- Contraflow cycleway access from Cumberland Road to Avon Crescent.
- Realigned retaining wall between Cumberland Road and Avon Crescent.
- Reconfigured junction between Avon Crescent and McAdam Way including creation of pedestrian footway areas.
- Echelon parking layout for parking bays on west side of Avon Crescent.
- 'Shared space' highway surface treatment, comprised of pennant stone paving / conservation stone paving, hard and soft landscaping.

These improvements are detailed on previously approved plans 201749-PA-202 and 201749-PA-203 on the extant consent ref: 13/05648/FB.

Extant permission ref. 16/05853/X sought to vary condition 18 to realign the position of the new single span bridge constructed alongside the existing Bathurst Bridge. This part of the scheme has been implemented and Avon Crescent was not affected by that 2016 application.

In June 2018, application ref. 18/02968/X was submitted to vary condition 15 of permission ref. 16/05853/X to provide an alternate scheme of works for Avon Crescent. These details are set out on drawing RS15012 – SK03A.

This scheme was refused in February 2019 on the basis that:

The proposed development would be harmful to conditions of highway safety, especially for pedestrians, contrary to Policy BCS10 (Transport and Access Improvements) and Policy DM23 (Transport Development Management), which seek design developments to provide

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safe and adequate access to all road users.

Since September 2021, a Temporary Traffic Regulation Order (TTRO) has been in place for the closure of Avon Crescent to vehicular traffic to support road works on Cumberland Road. This is extension of a previous TTRO.

PLANNING HISTORY

18/02968/X - Application for variation of a condition No. 15 (List of Approved Plans) following grant of planning permission 16/05853/X.
REFUSED - 05/02/2019.

16/05853/X – Application of variation of condition number 18 – Phase 1. For planning permission 13/05648/FB
GRANTED – 02/02/2017.

16/05418/NMA – Application for a non-material amendment for removal of the Cumberland Road outbound bus lane from proposals.
AGREED – 02/11/2016.

13/05648/FB – Revision to the route of the rapid transit scheme authorised by the Ashton Vale to Temple Meads and Bristol City Centre Rapid Transit Order (the Order). The development comprises construction of a new junction with Cumberland Road, a new bridge at Bathurst Basin, floor protection measures, demolition and reconstruction of walls, realignment of highway, crossings, traffic signals and temporary construction areas, bus stops and shelter.
GRANTED – 18/03/2014.

The Ashton Vale to Temple Meads and Bristol City Centre Rapid Transit Order was made on 19/12/2013 under the Transport and Works Act 1992.

NB – since grant of planning permission 13/05648/FB, numerous applications to discharge conditions associated with construction phases of this planning permission have been submitted and approved.

APPLICATION

This application seeks to remove conditions 4, 10 and 13 from planning permission ref. 16/05853/X under section 73 of the Town and Country Planning Act 1990. These conditions are written out in full for ease of reference below.

Condition 4

“Submission and approval of replacement tree planting scheme

No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority details for 55 replacement trees to be planted in the approved locations, or alternative locations to be agreed by the Local Planning Authority.

The details shall include the species, stock size, staking and guarding and establishment arrangements of each tree as well as a programme of works for the planting of the trees.

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The approved scheme shall be implemented so that planting can be carried out during the first planting season following the commencement of the AVTM MetroBus service. The trees shall be maintained for five years and any trees or plants removed, dying, being damaged or becoming diseased within that period shall be replaced in the next planting season with others of similar size and species to those originally required to be planted unless the council gives written consent to any variation.

Reason: To ensure that the development provides adequate mitigation for the loss of the trees on the site and complies with the Bristol Tree replacement Standards.”

Condition 10

“Submission of full design details including variations

The following aspects of the scheme numbered i-v shall be submitted as a coordinated submission in relation to each phase of work and be approved in writing by the Local Planning Authority before the works approved in that work phase are begun;

- i. all hard landscaping (including paving, surfaces, edge details and the retention and reinstatement of existing pennant stone kerbs, cast iron kerb edges and stone sett channels).*
- ii. soft landscaping showing existing planting to be retained and new planting (including species, planting sizes, planting densities, planting soils, planting pits and staking, root barrier to enable planting to be carried out in close proximity to underground services, flood retention ponds, ground and earth modelling).*
- iii. street furniture and equipment, (including, signals, control equipment and signage).*
- iv. street lighting (including a lighting level contour plan to assess light spill impacts on ecology).*
- v. bus stop infrastructure.*

In drawings submitted to satisfy this condition the following amendments to the drawings submitted with the application shall be made:

- 1. Parking layout within Avon Crescent to ensure that an appropriate means of access is retained to Underfall Yard*
- 2. Review of crossing points in Avon Crescent so that they observe pedestrian desire lines, and associated landscaping.*
- 3. Insertion of a dropped kerb on Cumberland Road to west of the new bridge at Bathurst Basin to provide access onto the shared cycleway/footpath.*

Unless alternative times for implementation are otherwise agreed in writing by the Local Planning Authority, the scheme shall be implemented in accordance with the plans approved under this condition prior to the commencement of the AVTM MetroBus service with the exception that planting may be carried out no later than during the first planting season following the commencement of the AVTM MetroBus service. All retained and newly planted materials shall be maintained for five years from the first use of any part of the road by the public 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 Local Planning Authority gives written consent to any variation.

Reason: To ensure a coordinated design of the elements identified so as to ensure the satisfactory appearance and functioning of the development, in the interest of the protecting and enhancing the character of the site and the area and to ensure its appearance is satisfactory.”

Condition 13

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The construction of the development hereby approved shall not proceed other than in accordance with the approved Works Programme Phasing Plan (drawing ref: 201749-PA-52 P4, received 8 January 2016) unless the Local Planning Authority gives written consent for any variation.

Reason: It is necessary that the stages of development and the provision of associated infrastructure follow a co-ordinated sequence and in order to minimise construction impacts and to enable conditions to be discharged for parts of the scheme to facilitate the sequencing of the approval of further details and construction.

The removal of Condition 4 is sought on the basis that the number of trees proposed to be removed as part of the extant planning permission has been reduced and the opportunities to replace these trees have been limited for reasons of design, safety and the suitability of the locations for planting. A number of trees were also proposed to be planted as enhancements beyond the requirements of the Bristol Tree Replacement Standard.

The following tree removals and replacements were proposed, have been removed, and are now proposed as part of this application:

Application Ref. / Stage	Tree Removal	Tree Replacements Required by BTRS	Tree Planting (Total)
13/05648/FB (as amended by 16/05853/X)	11 (proposed)	30	41 (proposed)
Scheme Implementation	7 (actual removed)	15	4 (actual planted)

Accounting for the four replacement trees provided to date, 11 further trees are subsequently required for mitigation in line with DM17. In addition, 13 trees would be provided as enhancements.

In line with the Planning Obligations SPD, if new planting cannot be provided onsite, a contribution shall be made towards new planting on public land. Subject to grant of planning permission, a Memorandum of Understanding (MoU) would be required for a payment for tree compensation of £41,348.07 (plus any index-linked increases) for the 24 replacement trees.

The removal of Conditions 10 and 13 are sought to, in effect, remove the Avon Crescent element of the AVTM scheme from the extant permission ref. 16/05853/X. It is instead proposed for the highway to revert to its previous layout and way of working prior to the implementation of the TTRO. Condition 13 is suggested as being no longer required as construction of the extant AVTM scheme has completed (with the exception of Avon Crescent).

RESPONSE TO PUBLICITY AND CONSULTATION**COUNCILLOR COMMENTS**

Concerns were raised that initially when the application was consulted upon, there was no local councillor in place to represent the Hotwells and Harbourside Ward. To allow for councillor involvement, the application was held into abeyance until a new Ward Member was appointed.

The application was subsequently referred to Committee by Councillor McAllister for the following reasons:

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“The proposal will result in a substantial increase in traffic, with associated noise and danger, along a residential street.

Avon Crescent has become a much-utilised walking and cycling route, and removing it from this use now in the face of near-universal public opposition would be detrimental on grounds of air quality and public health and amenity.”

PUBLIC COMMENTS

One round of public consultation was undertaken on this application.

In response, 26 comments were received from 21 different addresses. All were in objection apart from one comment in support, however this was a duplicate of an objecting comment and so should not be considered as a comment in support.

The following planning issues were raised in objection to the scheme:

- Concerns that there would be a negative impact on road safety, in particular in relation to pedestrians and cyclists using the route.
- Concerns about an increase in traffic from current levels and the lack of traffic calming measures.
- Concerns that there would be a negative impact on road safety as vehicles using this route would speed and rat-run, and existing footways are insufficient.
- Concerns that the removal of the turning-head would require vehicles to conduct a three-point-turn into moving traffic.
- Concerns that the claim of reduced traffic levels has not been evidenced and that there are no Environmental or Traffic Impact Reports provided with the application.
- High numbers of pedestrians and cyclists benefit from this route and so shared space is necessary.
- Concerns that the payment for landscaping would not be spent in the local area, and that the trees would be planted elsewhere in the city.
- Concerns that allowing vehicles to drive along Avon Crescent would have a detrimental impact on Bristol’s heritage and the Conservation Area.
- Stating that the mitigation now proposed to no longer be required was a key reason many people supported the original application.
- Concerns that there has been no consultation with local residents.
- Concerns that the plans provided are inadequate.
- Concerns that this would set precedent for developers that they do not have to fulfil safety and environmental mitigation conditions, and would undermine public trust.
- Concerns that the funding for mitigation works has not been spent.
- Concerns that the applicant is in breach of the original planning consent by not fulfilling these conditions.

Councillor McAllister and Councillor Townsend submitted consultation responses in objection to the proposed scheme. Their responses raised the following concerns:

- The route is fully integrated for walking and cycling, and this would be removed should traffic be reintroduced.
- There is no evidence for traffic reduction.
- There would be an increase in noise and traffic and decrease in road safety.
- The proposals would discourage the use of sustainable transport.

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- The trees should be planted as originally proposed, especially given there is a climate emergency.

Three local groups also responded to the public consultation; their responses are as follows:

Bristol Tree Forum

- Removing the requirement to plant replacement trees is against local planning policy which requires this and does not allow payment as an alternative.
- The contribution towards tree planting citywide is unclear and planning policy requires trees be planted within a one-mile radius and within the same Area Committee.
- Permanent removal of tree cover should not be a delegated decision and should be considered by the Development Committee.
- The application should not be approved in an incremental manner as this undermines the decision making, and the decision should be considered by the Development Committee not as a delegated decision.
- There is no justification for reducing the number of trees from 55 to 24.
- The compensation amount is incorrect and should be £182,538.40 (indexed £267,643.77).
- There closing date for comments was the day before a byelection in the ward and so there is not proper representation for the ward regarding this decision.
- The title of the planning application does not reflect its intent and so makes it harder for the public and stakeholders to engage.
- The applicant is in breach of the original planning consent as details for replacement trees should have been approved by the LPA before commencement of works.
- Condition 5 of the original planning consent requires a Detailed Arboricultural Method Statement and Arboricultural Supervision of Key Works; these have not been submitted.

Bristol Walking Alliance

- While the shared space proposal is no longer acceptable, the temporary restrictions in place should be made permanent to turn Avon Crescent into a cul-de-sac for motor vehicles.
- There are insufficient footways and road crossing infrastructure in place.
- Previous application 18/02968/X included traffic calming and crossing measures but was refused for being harmful to conditions of highway safety. The current application does not include traffic calming or crossing measures.
- The tree planting is required due to concerns regarding air quality and lack of shade.

Bristol Cycling Campaign

- The closure of the southern end of Avon Crescent has made the route more pleasant and it is a key walking and cycling route, especially as it is part of the National Cycle Network.
- It is government policy to enable walking and cycling, this application does not align with this.
- The existing footways are insufficient for the amount of pedestrian traffic.
- The ward is currently not represented by a councillor and the application can only be found by searching for Carter Road, in Bishopsworth.
- Concerns whether local residents and Active Travel England have been consulted fully.
- The application would enable driving, contrary to the One City Plan and tackling climate change.
- The temporary closure should be made permanent as it works well.

INTERNAL CONSULTATION

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Transport Development Management – No objection

“When the TTRO ends, the road would revert to its original design, a through route eastbound with a no entry for westbound traffic at the eastern end of the road. The road operated in this fashion prior to the TTRO closure and is an existing highway layout.

The northern end of Avon Crescent remains how it is now which is how it was before the TTRO. Avon Crescent is a two-way road not a one way road, there is just a point no entry at the eastern end of the road. This would not be a planning issue.

For the pedestrian, the road is going back to operate how it operated previously when the TTOR is removed so pedestrians would be expected to behave as they behaved previously.

Removing the condition to implement a shared space is accepted on the basis it is no longer accepted practice as per government guidance.”

Arboricultural Officer – No objection – Surgery Item

“The reduction in the loss of trees as part of the AVTM scheme is supported and the challenges around providing the full number of replacements set out in the 2016 scheme are understood. Given that the trees lost were within the highway or its vicinity, the payment trigger would be preferred for a tree in hardstanding as set out in the Planning Obligations Supplementary Planning Document.”

Following discussion with the applicant and a review of Appendix 2 of the Arboricultural Impact Assessment and Tree Protection Plans (Bosky Trees, November 2013), it was agreed that a payment for a mix of trees in soft landscaping and hardstanding would be provided on the basis that this is consistent with the permission ref. 13/05648/FB.

KEY ISSUES**A. WOULD THE PROPOSED REMOVAL OF CONDITION 4 RESULT IN ANY UNACCEPTABLE IMPACTS UPON GREEN INFRASTRUCTURE?**

Policy BCS9 states that individual green assets should be retained wherever possible and integrated into new development.

Policy DM17 requires development to integrate important existing trees.

Condition 4 has been applied *“To ensure that the development provides adequate mitigation for the loss of the trees on the site and complies with the Bristol Tree replacement Standards.”*

The following tree removals and replacements were proposed as part of the extant permission.

Application Ref.	Tree Removal	Tree Replacements Required by BTRS	Tree Planting (Total)
13/05648/FB (as amended by 16/05853/X)	11 (proposed)	30	41 (proposed)

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Delivery of the extant permission ref. 16/05853/X to date has managed to retain existing trees at Spike Island (T10) and Bedminster (T53, T54 and T55). This is in accordance with Policy BCS9, which seeks to retain trees whenever possible.

The applicant has provided justification in relation to the lack of tree planting on Avon Crescent. It has identified that the proposed tree replacements would conflict with the proposal to return Avon Crescent to the previous road layout (considered in detail in Key Issue B below).

As tree replacements cannot be provided onsite, a contribution to off-site planting has been agreed in principle, subject to this application gaining consent. This contribution complies with the Bristol Tree Replacement Standard set out in Policy DM17 and the payments set out in the Planning Obligations Supplementary Planning document. A payment based on a mixture of trees being provided in open ground and trees in hardstanding is proposed based on the results of the Arboricultural Impact Assessment (Bosky Trees, 2013).

Application Ref.	Tree Removal	Tree Replacements Required by BTRS	Tree Planting (Total)
22/05943/X (this application)	7 (actual removed)	15	4 (actual planted) 24 (contribution towards off-site planting): 11 trees for mitigation, and 13 trees for enhancement.

This payment would be in excess of the requirements of the Bristol Tree Replacement Standard and would provide an opportunity for the provision of trees off-site to enhance the character of the surrounding area in appropriate locations.

On the basis of the above, it is concluded that the proposed amendments would comply with the reasons set out in Condition 4 and on the basis that a payment is made in accordance with the Bristol Tree Replacement Standard, the condition is no longer required.

it is considered that the proposed removal of condition 4 would not result in any unacceptable impacts upon green infrastructure and would accord with Policy BCS9 by retaining more trees than the extant consent.

B. WOULD THE PROPOSED REMOVAL OF CONDITIONS 10 AND 13 RESULT IN ANY UNACCEPTABLE IMPACTS?

Policy BCS10 states that developments should be designed and located to ensure the provision of safe streets. Development should create places and streets where traffic and other activities are integrated and where buildings, spaces and the needs of people shape the area.

Policy BCS21 of the Core Strategy aims to ensure that all new development in Bristol achieves high standards of urban design. The policy states that design can contribute positively to local character by responding to the underlying landscape structure, distinctive patterns and forms of development.

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Policy BCS21 of the Core Strategy states that high quality design should consider the amenity of both existing and future development.

Policy BCS22 states that development proposals will safeguard or enhance heritage assets [including listed buildings and Conservation Areas] and the character and setting of areas of acknowledged importance. Avon Crescent is comprised of Grade II Listed Georgian terraces, located within the City Docks Conservation Area.

Policies BCS23, DM33 and DM35 state that development should be sited and design in a way to avoid adverse impacts on environmental amenity by reason of pollution including: noise, vibration and air quality.

Policy DM23 of the Site Allocations and Development Management Policies outlines that development should not give rise to unacceptable traffic conditions and will be expected to provide safe and adequate access onto the highway network.

Condition 10 was attached to 16/05853/X to: *“ensure a coordinated design of the elements identified so as to ensure the satisfactory appearance and functioning of the development, in the interest of the protecting and enhancing the character of the site and the area and to ensure its appearance is satisfactory.”*

This report covers these key aspects below in turn.

Appearance and character

The condition was applied on the basis that it was necessary to protect and enhance the character of the site, in accordance with Policy BCS22. When considering the Policy wording, there are two options for development proposals within Conservation Areas. The Policy states that development must safeguard (or protect) **or** [emphasis added] enhance the heritage asset and its setting, in this case the City Docks Conservation Area.

By returning to an existing road layout and function, the scheme would not enhance the character of the Conservation Area. Whilst this would be a reduction in terms of the benefits of the extant scheme, the Policy requires as a minimum that the appearance of the area is maintained and the proposal not to implement a scheme at Avon Crescent would be consistent with this.

By maintaining the existing road layout, there is no ‘new development’ as set out in Policy BCS21 to assess in terms of high-quality urban design.

It is considered that the proposed removal of the Avon Crescent element of AVTM and Condition 10 would accord with Policy BCS22 and safeguard the character of the City Docks Conservation Area.

Function of the development and co-ordinated design

The application sets out that MetroBus AVTM scheme does not require the inclusion of the Avon Crescent section of the scheme as approved via application 13/05648/FB to function.

This is evidenced by the fact that the MetroBus ‘m2’ service, approved in the Ashton Vale to Temple Meads and Bristol City Centre Rapid Transit Order (the Order) and subsequently amended

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via 13/05648/FB and 16/05853/X has been running since September 2018 in the absence of a scheme on Avon Crescent.

It is also acknowledged that there is no requirement within the Town and Country Planning Act 1990 for planning permissions to be completed in full to remain valid.

The applicant has set out that shared space would not be an appropriate intervention based on government guidance in the Inclusive Transport Strategy (Department for Transport, 2018). This has been reviewed by Transport Development Management and it is agreed that given the location of Avon Crescent and its layout on a bend, it would not be an acceptable intervention in light of this guidance.

Queries were raised by the Local Planning Authority in respect of highway safety and whether a Road Safety Audit may be appropriate. Transport Development Management confirmed that such an assessment cannot be required as based on the Design Manual for Roads and Bridges (DMRB) and the guidance from Chartered Institution of Highways & Transportation. This states that a Road Safety Audit can only be required when a scheme is 'likely to change road user behaviour'. As this scheme is returning to an existing road layout, the way the road functions and its safety cannot be considered as a planning issue.

It is also acknowledged that the continued closure of Avon Crescent is not an option as a TTRO can only be applied for twice for a period of up to 18 months, and it cannot be re-applied in the case of Avon Crescent.

Transport Development Management has raised no objection to the application, and it is considered that the function of the MetroBus service would not be impeded by the deletion of Condition 10.

Construction Impacts

Condition 13 was applied to 16/05853/X to ensure that *"the stages of development and the provision of associated infrastructure follow a co-ordinated sequence and in order to minimise construction impacts and to enable conditions to be discharged for parts of the scheme to facilitate the sequencing of the approval of further details and construction."*

The proposed non-implementation of Avon Crescent would not require any further construction. As such, no impacts are anticipated upon residential amenity through construction.

Concerns have been raised by interested parties in respect of increase noise and air pollution as a result of the removal of Conditions 10 and 13 and the non-implementation of Avon Crescent. The effect of an existing road layout on residential amenity is not a planning issue and cannot be considered as part of this application.

As the construction of the AVTM scheme has been completed in a co-ordinated and sequenced manner, and there is no development proposed to generate construction impacts, it is considered that Condition 13 is no longer required, and it can be deleted.

CONCLUSION

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The proposed approach to retain more existing green infrastructure and provide a contribution to off-site tree replacements would be consistent with Policies BCS9 and DM17, as well as the Planning Obligations SPD.

Whilst the extant scheme for Avon Crescent (ref. 16/05853/X) would provide an enhancement to the character of the Conservation Area, concerns have been raised by Transport Development Management about the safety of the proposals. The proposal to retain the existing road layout at Avon Crescent would be consistent with Policy BCS22 by conserving the character of the Conservation Area.

The scope of considerations in respect of Transport and Highways and Residential Amenity are extremely limited given that safety of an existing road layout and amenity impacts arising from it are not planning issues.

There is no reason why Conditions 4, 10 and 13 should be retained and as such, it is recommended that the planning application is approved, subject to planning agreement and conditions.

The following plans are recommended to be removed from the consent:

- 201749-PA-522 P5 Construction Phase Plan, received 24 November 2017
- R06-01 T1 Avon Crescent retaining wall, received 17 December 2013
- 201749-PA-316 P1 Landscape proposals Avon Crescent, received 17 December 2013
- 201749-PA-202 P3 Proposed general arrangement sheet 2, received 17 December 2013

PLANNING AGREEMENT

As BCC cannot enter into a legal agreement with itself, the contribution towards tree mitigation is proposed to be secured via an internal memorandum of understanding (MoU). The MoU is to secure the following terms:

- Payment towards 24 replacement trees at a cost of £41,348.07.

RECOMMENDED – Resolution to GRANT planning permission, subject to delegation to officers to finalise planning agreement.

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1. List of approved plans and drawings

The development shall conform in all aspects with the plans and details shown in the application as listed below, unless variations are agreed by the Local Planning Authority in order to discharge other conditions attached to this decision.

201749-PA-01C Red site location plan (1 of 9), received 17 December 2013
 201749-PA-02C Red site location plan (2 of 9), received 17 December 2013
 201749-PA-03C Red site location plan (3 of 9), received 17 December 2013
 201749-PA-04C Red site location plan (4 of 9), received 17 December 2013
 201749-PA-05C Red site location plan (5 of 9), received 17 December 2013
 201749-PA-06C Red site location plan (6 of 9), received 17 December 2013
 201749-PA-07C Red site location plan (7 of 9), received 17 December 2013
 201749-PA-08C Red site location plan (8 of 9), received 17 December 2013
 201749-PA-09C Red site location plan (9 of 9), received 17 December 2013
 201749-PA-201 P3 Proposed general arrangement sheet 1, received 17 December 2013
 201749-PA-209 P3 Proposed general arrangement sheet 9, received 17 December 2013
 201749-PA-210 P3 Proposed general arrangement sheet 10, received 17 December 2013
 201749-PA-211 P3 Proposed general arrangement sheet 11, received 17 December 2013
 201749-PA-302 Landscape proposals Cumberland road, received 17 December 2013
 201749-PA-317-319 P2 Landscape proposals Redclif Hill, received 17 December 2013
 201749-PA-512 P1 Extent of demolition, received 17 December 2013
 201749-PA-516 Bus stop detail 1 of 2, received 17 December 2013
 201749-PA-517 P1 Bus stop detail 2 of 2, received 17 December 2013
 201749-PA-518 P2 Temporary construction compounds, received 17 December 2013
 R05-04 T1 Cumberland road wall sections 1 of 2, received 17 December 2013
 R05-05 T1 Cumberland road wall sections 2 of 2, received 17 December 2013
 R05-06 T1 Cumberland Road wall railings, received 17 December 2013
 AVTM-PA-501 Cross section chainage 3275m, received 17 December 2013
 AVTM-PA-502 P1 Cross section chainage 3350m, received 17 December 2013
 AVTM-PA-503 P1 Cross section chainage 3400m, received 17 December 2013
 AVTM-PA-504 P1 Cross section chainage 3550m, received 17 December 2013
 AVTM-PA-505 P1 Cross section chainage 3750m, received 17 December 2013
 AVTM-PA-506 P1 Cross section chainage 4220m, received 17 December 2013
 AVTM-PA-507 P1 Cross section chainage 4950m, received 17 December 2013
 AVTM-PA-508 P1 Cross section chainage 4980m, received 17 December 2013
 AVTM-PA-509 P1 Cross section chainage 5000m, received 17 December 2013
 AVTM-PA-510 P1 Cross section chainage 5275m, received 17 December 2013
 AVTM-SK-12 P1 Commercial Road flood protection, received 17 December 2013
 AVTM-SK-13 P1 Commercial Road flood protection sections, received 17 December 2013
 AVTM-X-GA-SK32 Landscape proposals Wapping Wharf, received 17 December 2013
 201749-PA-203 P3 Proposed general arrangement sheet 3, received 17 December 2013
 201749-PA-204 P3 Proposed general arrangement sheet 4, received 17 December 2013
 201749-PA-205 P3 Proposed general arrangement sheet 5, received 17 December 2013
 201749-PA-206 P3 Proposed general arrangement sheet 6, received 17 December 2013
 201749-PA-207 P3 Proposed general arrangement sheet 7, received 17 December 2013
 201749-PA-208 P3 Proposed general arrangement sheet 8, received 17 December 2013

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Environmental Statement Volume 2, Chapter 10 Nature Conservation – November 2013, received 17 December 2013

DH0245-C001 D Redcliff Hill inbound Site clearance, received 9 March 2015

DH0245-C002 D Redcliff Hill Inbound Kerbs and Surfaces + turning head tracking drawing, received 9 March 2015

DH0245-C003 D Redcliff Hill inbound Drainage and ducting, received 9 March 2015

DH0245-C004 B Redcliff Hill Signing, received 2 December 2014

DH0245-C005 B Redcliff Hill Inbound Road markings, received 2 December 2014

DH0245-C007 D Redcliff Hill inbound Construction Drawings General Arrangement, received 9 March 2015

DH0245-C009 Redcliff Hill Tree Protection Plan, received 2 December 2014

DH0245-C011 C Site clearance Redcliffe Roundabout, received 9 March 2015

DH0245-C012 C Kerbs and surfaces Redcliffe Roundabout, received 9 March 2015

DH0245-C013 C Ducts and drainage Redcliffe Roundabout, received 9 March 2015

DH0245-C014 C Road markings and levels Redcliffe Roundabout, received 9 March 2015

DH0245-C015 C Signing drawing Redcliffe Roundabout, received 9 March 2015

DH0245-C016 C Cross sections around central island Redcliffe Roundabout, received 9 March 2015

DH0245-C017 C General Arrangement Redcliffe Roundabout, received 9 March 2015

DH0245-C111 Redcliff Hill Outbound Site Clearance, received 2 December 2014

DH0245-C113 Redcliff Hill Outbound Road marking and setting out, received 2 December 2014

DH0245-C114 Redcliff Hill Outbound General Arrangement, received 2 December 2014

DH0245-C141 Commercial Road Signs, road markings and tree pit, received 2 December 2014

DH0245-C142 Commercial Road General Arrangement, received 2 December 2014

Use and Supply of Construction Materials Planning condition 8, received 2 December 2014

Arboricultural Method Statement Planning condition 7 (ii), received 2 December 2014

GAV TMR-SK-033 Bathurst Basin Bridges Street Lighting 50% Lux Contour Plot, received 23 February 2015

Written Scheme of Investigation for a Programme of Archaeological Work, received 23 February 2015

Construction Environmental Management Plan Planning Condition 3, received 9 March 2015

370125 8 Bay Landmark Plate MK1A, received 26 June 2015

370127 6 Bay Landmark MK1a Plate Roof - Metrobus, received 26 June 2015

Materials Management Plan (MMP) Form Section 2 & Section 3 Ashton Vale to

Temple Meads Rapid Transport Scheme, received 4 November 2015

201749-PA-209 P4 Planning Application General Arrangement Sheet 9 of 11, received 6 November 2015

201749-PA-210 P4 Planning Application General Arrangement Sheet 10 of 11, received 6 November 2015

E14067-C111 A Redcliff Hill Southbound Site Clearance, received 6 November 2015

E14067-C112 A Bedminster Bridge works Kerbs & Surfaces, received 6 November 2015

E14067-C113 A Bedminster Bridge works Ducts & Drainage, received 6 November 2015

E14067-C115 A Redcliff Hill Southbound Road markings & Setting Out, received 6 November 2015

E14067-C150 A Redcliff Hill southbound works General arrangement, received 6 November 2015

MET_AVTM_013 0 Cumberland Road / Bus Link Rd Traffic Signal General Arrangement, received 8 January 2016

TBC-1 Bristol Bus Route Railing Detail, received 1 February 2016

C12149 Site Management Plan, received 18 April 2016

AVTM-3-GA-DRG-100 T5 Bathurst Basin Bridges Site Clearance, received 27 May 2016

Development Control Committee B – 10 May 2023**Application No. 22/05943/X : (Bathurst Basin Bridge Commercial Road) Land Between The A370 Long Ashton Bypass In North Somerset And Cater Road Roundabout Cater Road Bristol**

AVTM-3-GA-DRG-102 T5 Bathurst basin Bridges Pavements, Kerbs and Railing Details Sheet 2 of 2, received 27 May 2016

AVTM-3-DRG-B02-014 C3 Bathurst Basin Bridges New Bridge Commercial Road River Wall, received 27 May 2016

AVTM-3-GA-DRG-101 C2 Bathurst Basin Bridges Pavements, Kerbs and Railing Details Sheet 1 of 2, received 27 October 2016

AVTM-3-GA-DRG-103 C2 Bathurst Basin Bridges Highway Setting Out Details Sheet 1 of 2, received 27 October 2016

AVTM-3-GA-DRG-104 C1 Bathurst Basin Bridges Highway Setting Out Details Sheet 2 of 2, received 27 October 2016

AVTM-3-GA-DRG-105 C2 Bathurst basin Bridges Highway Cross Sections Sheet 1 of 2, received 27 October 2016

AVTM-3-GA-DRG-106 C1 Bathurst Basin Bridges Highway Cross Sections Sheet 2 of 2, received 27 October 2016

AVTM-3-GA-DRG-107 C2 Bathurst Basin Bridges Road Markings and Traffic Signs Sheet 1 of 2, received 27 October 2016

AVTM-3-GA-DRG-108 C1 Bathurst Basin Bridges Road Markings and Traffic Signs Sheet 2 of 2, received 27 October 2016

AVTM-3-GA-DRG-109 C2 Bathurst Basin Bridges Street Lighting, Ducting and Drainage Sheet 1 of 2, received 27 October 2016

AVTM-3-GA-DRG-110 C2 Bathurst Basin Bridges Street Lighting, Ducting and Drainage Sheet 2 of 2, received 27 October 2016

AVTM-3-GA-DRG-111 C2 Bathurst Basin Bridges Surface Water Drainage Inspection Chamber Details, received 27 October 2016

AVTM-3-TPP-DRG-001 C2 Bathurst Basin Bridges Tree Protection Plans Sheet 1, received 27 October 2016

AVTM-3-TPP-DRG-002 C2 Bathurst Basin Bridges Tree Protection Plans Sheet 2, received 27 October 2016

AVTM-3-TPP-DRG-003 C2 Bathurst Basin Bridges Gods Garden Tree Planting, received 27 October 2016

AVTM-3-DRG-B02-008 C2 Bathurst Basin Bridges New Bridge Bridge Deck Reinforcement Details, received 27 October 2016

AVTM-3-DRG-B02-013 C2 Bathurst Basin Bridges New Bridge Gods Garden Access Steps, received 27 October 2016

AVTM-3-ST-DRG-B02-001 C4 Bathurst Basin Bridges New Bridge General Arrangement, received 27 October 2016

AVTM-3-ST-DRG-B02-002 C6 Bathurst Basin Bridges New Bridge Site Limits & Site Clearance, received 27 October 2016

AVTM-3-ST-DRG-B02-003 C4 Bathurst Basin Bridges New Bridge Work Phases, received 27 October 2016

AVTM-3-ST-DRG-B02-004 Bathurst Basin Bridges New Bridge Pile Details, received 27 October 2016

AVTM-3-ST-DRG-B02-005 C3 Bathurst basin Bridges New Bridge Steelwork Layout, received 27 October 2016

AVTM-3-ST-DRG-B02-006 C2 Bathurst basin Bridges New Bridge Steelwork Details, received 27 October 2016

AVTM-3-ST-DRG-B02-007 C4 Bathurst Basin Bridges New Bridge Concrete Outline, received 27 October 2016

AVTM-3-ST-DRG-B02-009 C2 Bathurst Basin Bridges New Bridge End Screen Reinforcement Details, received 27 October 2016

Development Control Committee B – 10 May 2023**Application No. 22/05943/X : (Bathurst Basin Bridge Commercial Road) Land Between The A370 Long Ashton Bypass In North Somerset And Cater Road Roundabout Cater Road Bristol**

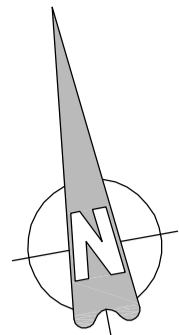
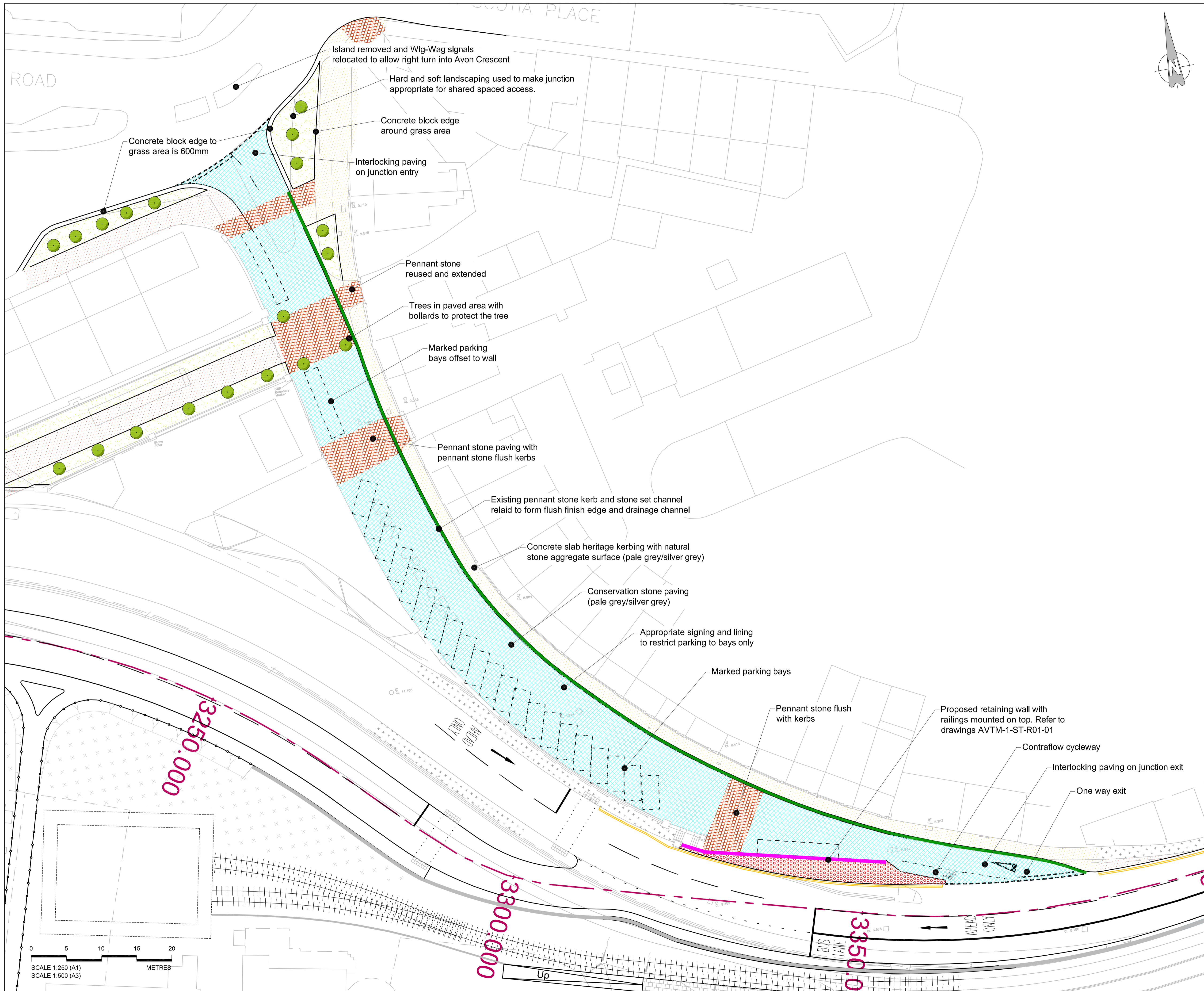
AVTM-3-ST-DRG-B02-010 C3 Bathurst Basin Bridges New Bridge Waterproofing and General Details, received 27 October 2016
AVTM-3-ST-DRG-B02-011 C2 Bathurst Basin Bridges New Bridge SE Retaining Wall General Arrangement, received 27 October 2016
AVTM-3-ST-DRG-B02-012 C2 Bathurst Basin Bridges New Bridge SE Retaining Wall General Arrangement, received 27 October 2016
AVTM-3-ST-DRG-B02-015 C3 Bathurst Basin Bridges Northeast and Southwest Wingwalls General Arrangement, received 27 October 2016
AVTM-3-ST-DRG-B02-016 C3 Bathurst Basin Bridges New Bridge Wingwall Reinforcement Details, received 27 October 2016
AVTM-3-ST-DRG-B02-017 C2 Bathurst Basin Bridges North Abutment Stub Wall, received 27 October 2016
287587A-HHE-300-008 P2 FENCING 8 OF 9, received 20 March 2017
287587A-HHE-301-001 P2 FENCING STANDARD DETAILS, received 20 March 2017
287587A-HHE-301-002 P2 FENCING STANDARD DETAILS, received 20 March 2017
287587A-HHE-301-004 P2 FENCING STANDARD DETAILS, received 20 March 2017
287587A-HHE-500-108 P3 DUCTING LAYOUT 8 OF 10 , received 20 March 2017
287587A-HHE-1100-008 P5 KERBING AND FOOTWAY LAYOUT 8 OF 10, received 20 March 2017
287587A-HHE-1101-001 P2 KERBING AND FOOTWAY STANDARD DETAILS 1 OF 2, received 20 March 2017
287587A-HHE-1101-002 P2 KERBING STANDARD DETAILS, received 20 March 2017
287587A-HHE-1101-003 P1 KERBING STANDARD DETAILS, received 20 March 2017
287587A-HHE-1201-001 P1 BOLLARD AND SIGNING STANDARD DETAILS, received 20 March 2017
287587A-HHE-1200-008 P2 TRAFFIC SIGNS AND ROAD MARKINGS, received 20 March 2017
287587A-HHE-1200-009 P2 TRAFFICS SIGNS AND ROAD MARKINGS 9 OF 10, received 20 March 2017
287587A-HHE-4000-002 P3 BUS STOP ARRANGEMENTS CREATE CENTRE IN AND OUT BOUND, received 20 March 2017
AVTM-3-GA-DRG-101 REV C4 BATHURST BASIN BRIDGES PAVEMENTS, KERBS AND RAILING DETAIL 1 OF 2, received 7 September 2017
AVTM-3-GA-DRG-107 REV C5 BATHURST BASIN BRIDGES ROAD MARKINGS AND TRAFFIC SIGNS SHEET 1 OF 2, received 7 September 2017
EX18055-EX100, Existing Layout Survey Information, received 15 December 2022.

Reason: For the avoidance of doubt.

Supporting Documents

Bathurst Basin Bridge Commercial Road

1. Extant Scheme – 201749-PA-202
2. Extant Scheme – 201749-PA-316
3. Proposed Scheme – Revert Back to Previous Layout



Notes:
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General Notes:
 1. All dimensions are in metres, unless specified
 2. Do not scale from this drawing
 3. Horizontal and vertical alignment is based upon Topographical Survey dated October 2009

- Key:
- Retaining wall
 - Existing footways
 - Concrete slab heritage paving with natural stone aggregate surface (pale grey/silver grey)
 - Grass Mix A (verge)
 - Pennant Stone paving.
 - Raised conservation stone paving (pale grey/ silver grey) set flush with adjacent footway
 - Bitumen surface footpath
 - Stone set channel
 - Proposed Tree
 - Conservation stone pedestrian deterrent paving

Rev	By	Chkd	Apprvd	Date	Description

Client

travel

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 www.halcrow.com

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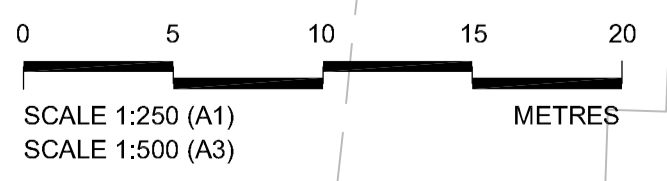
Project **BRISTOL METROBUS ASHTON VALE to TEMPLE MEADS and BRISTOL CITY CENTRE**

Drawing **AVON CRESCENT SHARED SPACE DETAIL**

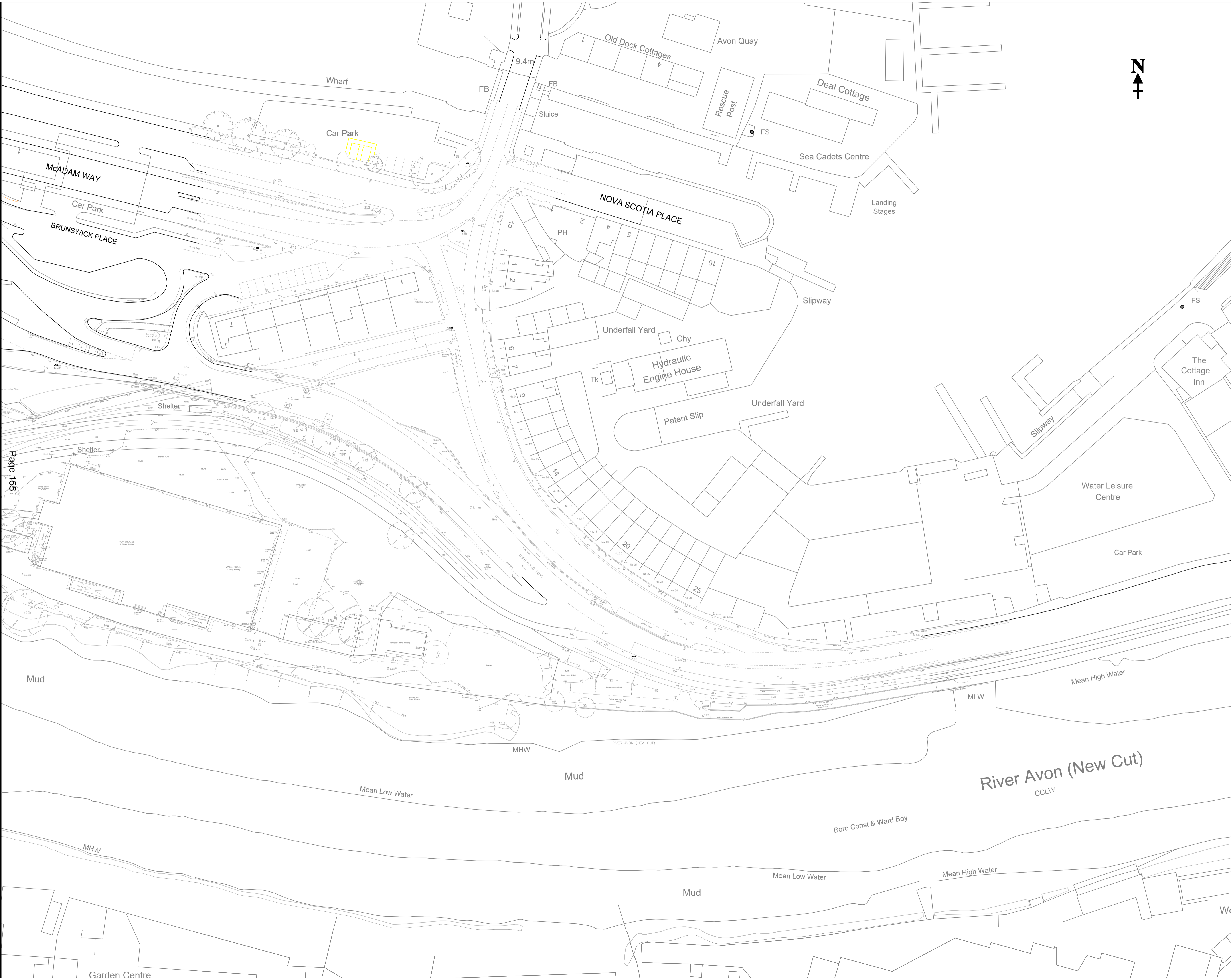
Drawn by: JA Date: 04/10/2013
 Checked by: PF Date: 13/11/2013
 Approved by: BS Date: 29/11/2013

Drawing No. **201749-PA-316** Revision **P1**

Drawing Scale: 1:250 @ A1



Drawing No. 201749-PA-316
 Revision P1
 Date: 29/11/2013
 User and Plot Date



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BRISTOL CITY COUNCIL

**CITY DESIGN
ENGINEERING
DESIGN**

PO Box 3399, Bristol City Council, Bristol BS1 9NE

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Rev.	Date	Description	By

Project
**Avon Crescent
Highway Improvements**

Title
**Existing Layout
Survey Information**

Client
**Transport
Growth and Regeneration
Mark Sperduty**

Drawn by	Checked by
Date Drawn	Date Issued 08/04/2020
Status	Issued by ND

Scale
1:500 @ A1

Project Number Drawing Revision
E18055 - EX100 -