

Development Control A Committee Agenda



Date: Wednesday, 5 July 2023

Time: 6.00 pm

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

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Councillors: Richard Eddy (Chair), John Geater, Fi Hance, Tom Hathway, Philippa Hulme, Farah Hussain, Chris Jackson, Ed Plowden and Andrew Varney

Copies to: Philippa Howson, Stephen Peacock (Chief Executive), John Smith (Executive Director: Growth & Regeneration), Jonathan Dymond, Peter Westbury, Simone Wilding and Jane Woodhouse

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

Date: Tuesday, 27 June 2023



Agenda

1. Welcome, Introductions and Safety Information

(Pages 4 - 7)

2. Apologies for Absence and Substitutions

3. Declarations of Interest

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

4. Minutes of the previous meeting held on 31st May 2023

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

(Pages 8 - 18)

5. Action Sheet

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

(Page 19)

6. Appeals

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

(Pages 20 - 26)

7. Enforcement

To note recent enforcement notices.

(Page 27)

8. Public Forum

Up to 30 minutes is allowed for this item.

Any member of the public or Councillor may participate in Public Forum. The detailed arrangements for so doing are set out in the Public Information Sheet at the back of this agenda. Public Forum items should be emailed to



democratic.services@bristol.gov.uk and please note that the following deadlines will apply in relation to this meeting:-

Questions - Written questions must be received 3 clear working days prior to the meeting. For this meeting, this means that your question(s) must be received in this office at the latest **by 5pm on Thursday 29th June 2023.**

Petitions and Statements - Petitions and statements must be received on the working day prior to the meeting. For this meeting this means that your submission must be received in this office at the latest **by 12 Noon on Tuesday 4th July 2023.**

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.

9. Planning and Development

(Page 28)

- a) **22/03924/P - Broadwalk Shopping Centre, Broad Walk
Bristol BS4 2QU** (Pages 29 - 113)
- b) **22/01548/F - Christadelphian Meeting Room, Church
Road, Bristol BS4 4LJ** (Pages 114 - 151)
- c) **22/03645/F - Basement Flat, 4 Elliston Road, Bristol BS6
6QE** (Pages 152 - 162)

10. Date of Next Meeting

The next meeting is scheduled to be held at 2pm on Wednesday 9th August 2023 in the Council Chamber, City Hall, 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>

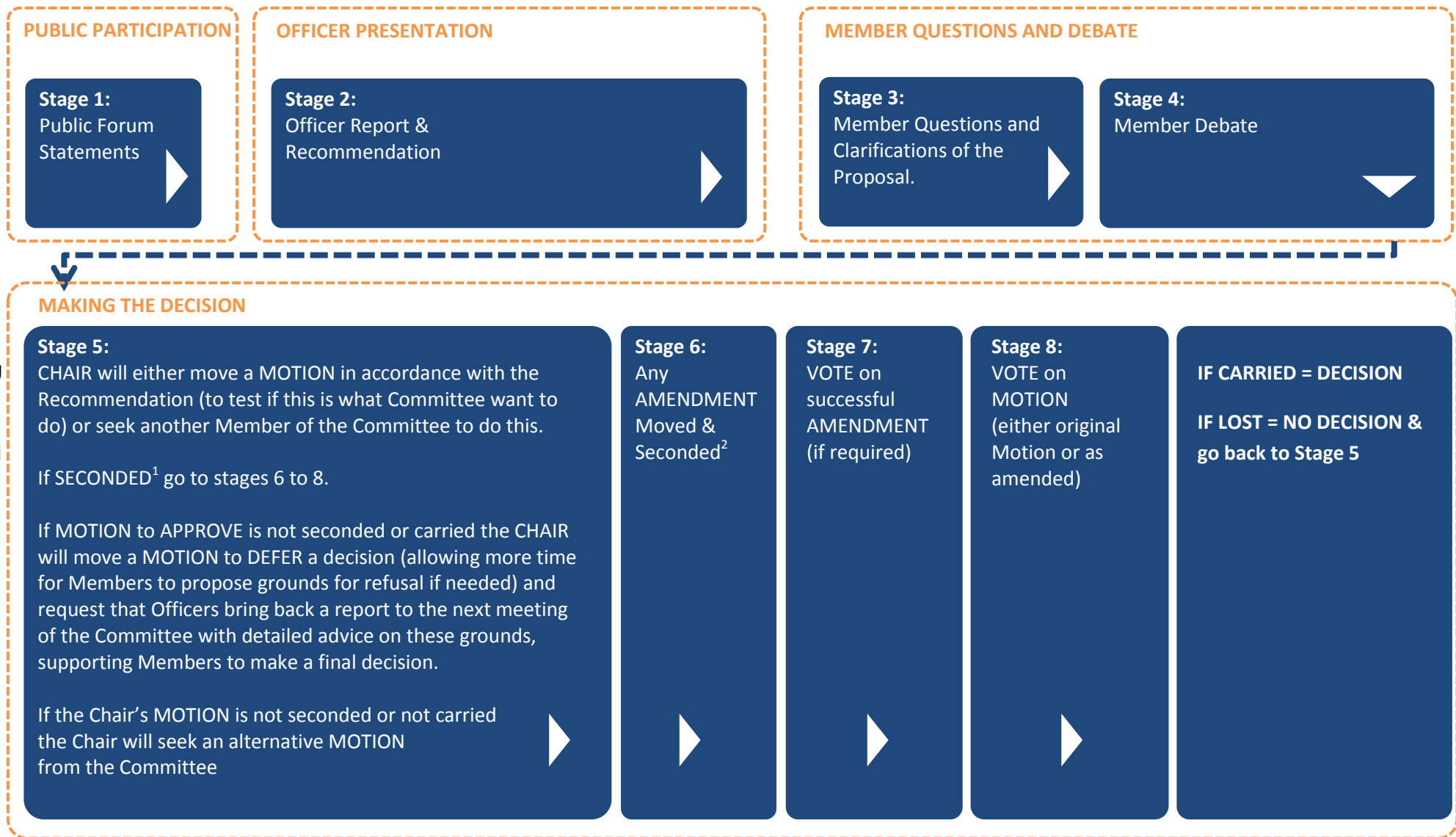
Webcasting/ Recording of meetings

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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



Bristol City Council
Minutes of the Development Control A
Committee



31 May 2023 at 2.00 pm

Members Present:-

Councillors: Richard Eddy (Chair), Philippa Hulme (Vice-Chair), John Geater, Fi Hance, Tom Hathway, Farah Hussain, Chris Jackson, Ed Plowden and Andrew Varney

Officers in Attendance:-

Philippa Howson, Jim Cliffe, Roy Pinney and Jeremy Livitt

1 Welcome, Introductions and Safety Information

The Committee noted the evacuation procedure in the event of an emergency.

They also noted that Planning Application Number 22/01221/F – St Christopher’s School, Westbury Park, Bristol BS6 7JE had been withdrawn from the agenda to be reconsidered at a future meeting with the agreement of the Spokespersons of the Committee.

2 Confirmation of Chair

It was noted that Councillor Richard Eddy had been appointed as Chair of the DCA Committee for 2023/24 Municipal Year.

3 Confirmation of Vice-Chair

The Committee noted that Councillor Philippa Hulme had been appointed to act as Vice-Chair for the 2023/24 Municipal Year.

4 Membership of Committee

The Committee membership was noted as follows:

Councillor Richard Eddy (Chair)

Councillor Philippa Hulme (Vice-Chair)



Councillor John Geater
Councillor Fi Hance
Councillor Tom Hathway
Councillor Farah Hussain
Councillor Chris Jackson
Councillor Ed Plowden
Councillor Andrew Varney

The Committee noted that Councillor Sarah Classick and Councillor Steve Pearce had been incorrectly recorded as members on the Agenda Sheet.

5 Terms of Reference

RESOLVED – that the Terms of Reference for Development Control Committees be noted.

6 Proposed Dates of Future Meetings

The Committee noted the proposed dates of DCA Committee for the remainder of the 2023/24 Municipal Year as follows:

(all on Wednesdays alternating between 2pm and 6pm)

6pm on 5th July 2023 (replacing the date listed in the papers – 6pm on Wednesday 28th June 2023 – due to a potential clash with a PROWG Committee on 28th June)

2pm 9th August 2023

6pm 20th September 2023

2pm 1st November 2023

6pm 13th December 2023

2pm 24th January 2024

6pm 6th March 2024

2pm 24th April 2024

RESOLVED – that the above dates be approved.

7 Apologies for Absence and Substitutions

There were no apologies for absence.

8 Declarations of Interest

There were no Declarations of Interest.



9 Minutes of the previous meeting held on 26th April 2023

RESOLVED – that the minutes of the above meeting be confirmed as a correct record and signed by Councillor Richard Eddy.

10 Action Sheet

The Committee were advised that no update was yet available for the Wyevale Garden Centre Appeal but stated that he would advise the committee concerning progress as soon as practical.

It was noted that there were growing concerns in the community about this issue which needed to be addressed as soon as possible.

Action: Peter Westbury

11 Appeals

Item Number 45 - Land To Rear Of 44 & 46 Wrington Crescent Bristol BS13 7EP Appeal against non-determination: Construction of 2no. three bedroom semi-detached dwellings – appeal dismissed and costs awarded.

The Committee noted the situation concerning the above item.

In response to a member's question, officers advised that they would report back to the Committee on the details concerning this.

ACTION: Peter Westbury

12 Enforcement

In responding to a member's question concerning an update on the situation concerning enforcement, it was noted that it had not been possible to obtain a comparator record.

Therefore, a written update would be provided by officers at a future meeting, as indicated in the action sheet.

13 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.

Councillor Eddy emphasized that Public Forum was limited to 30 minutes and one minute per speaker. Since the number of requests to speak had exceeded this limit, the speakers had been preselected to speak.

The following supplementary questions were asked by David Redgewell in response to the formal questions that he had submitted concerning Planning Application Number 22/03476/F – The Vassal Centre, Gill Avenue, Fishponds:

Supplementary Question 1: What progress has there been on a Section S106 Agreement for a public bus service to the centre of the city for a conference centre to enable disabled people to have a right of access and what discussions have taken place with WECA concerning this?

Officer Response: David Redgewell was referred to the presentation that would shortly be provided on this Planning Application. He also stated that work on Section 106 will begin if members were minded to approve the application.

Supplementary Question 2: As the adjacent Authority to South Gloucestershire, what discussions have taken place concerning a travel plan and access for disabled people for residents of both Local Authorities and also involving the West of England region (through WECA)?

Officer Response: We will consult with colleagues at S Gloucestershire and WECA as required.

14 Planning and Development

The Committee considered the following Planning Applications:

a 22/03476/F - The Vassal Centre, Gill Avenue, Fishponds

Officers introduced this report and made the following points during their presentation:

- The planning application was for a C2 residential development with 14 units for the elderly and some office facilities, together with uses for a nursery, creche or day centre, a café and landscaping
- The Committee was provided with information about Phases 1 and 2 of the development with primarily social housing
- A plan showing the development was shown
- 91 objections had been received to the application



- There were concerns related to overlooking at the site, the height of buildings, the fact that it was not in keeping with the street scene, parking and loss of community facilities, together with overlooking and overshadowing
- A study commissioned by the agent showed that most shadowing was along the boundary
- Concerns had been raised about the bus service and travel plans had been conditioned accordingly
- The site was considered to be in a sustainable centre and was in keeping with what was required. The Committee was advised that it met sustainability targets
- The benefits for the scheme were deemed to outweigh the negatives

The application was therefore deemed acceptable and recommended for approval.

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

- The Construction Management Plan was the key to ensuring that the effects of construction traffic and disturbance arising from it would be kept to a minimum
- The travel plan would be conditioned to examine bus provision in liaison with South Gloucestershire and WECA as appropriate. There were Section 106 provisions available which could be used for this purpose
- There was a positive net gain for biodiversity and carbon reduction included a 20% saving which met policy standards
- The distance window to window from Willow Bed Close was around 30 metres which was deemed acceptable from a security point of view. In addition, the site would be floodlit. The main parts of the site will be public open space with passive surveillance from the staff office
- The issue of disabled parking spaces would be controlled through condition 33 which required a Car Park Management Plan. The design was a scale flat roof
- It would be possible within existing conditions to discuss usage with users and increase any blue badge facilities at that point. The Committee requested that officers ensure arrangements include sufficient provision for disabled parking on site **ACTION: Pip Howson**
- The lighting plan will include a limit to the amount of luminescence and lux. There would be visual landscaping around the boundary
- There would be a significant amount of tree planting and a landscape plan creating a green buffer with trees of differing heights

Councillors made the following comments:

- It was important that this site should continue to have a key role for people in community uses in the area
- Bristol charities should be congratulated for coming forward with an imaginative scheme which also provides social affordable housing.
- It was important that disabled parking is adequately protected
- The implementation of a travel plan by officers was important



- Any development in a residential area needs a Construction Management Plan to limit disturbance and noise.
- Issues such as shadowing and impact on residential amenity were of concern but did not appear to breach our policies
- The application should be supported subject to conditions being properly followed through to ensure adequate safeguarding of the community
- The benefits of the scheme outweighed the negatives
- Whilst there was sympathy for neighbours to the scheme, a three storey development is difficult in a neighbourhood. However, the benefits outweighed the concerns – it was a brown field site, it would improve community facilities, there was specialist elderly accommodation and there would be carbon reduction
- Although the concern of neighbours was noted, the Site Visit was reassuring that any potential issues would be addressed
- There needed to be an assessment of the required amount of parking and a transport plan together with the possibility of support through a Section 106 agreement for a bus service and adequate parking controls. On balance, the scheme should be supported
- Most of shadowing would be limited due to the building. If a Section 106 Agreement can be made to improve it, this would be helpful. On balance, this is a good development and should be supported

Councillor Richard Eddy moved, seconded by Councillor Andrew Varney and upon being put to the vote, it was

RESOLVED: (unanimously) – that the application be approved subject to the conditions set out in the report.

b 22/03924/P - Broadwalk Shopping Centre

The Committee noted that it should only include issues that are germane to an outline planning application in its consideration of this item.

Officers introduced this report and made the following presentation:

- The scheme was for outline planning permission only with only access to the site being a key feature
- All matters related to scale, detail design and landscaping are reserved for subsequent approval
- The red line indicated those parts of the site not included in the proposed shopping centre
- The site would provide a mix of uses including up to a maximum of 800 homes with F2 community uses
- The indicative layout was set out. In principle the site could accommodate what was proposed
- The areas highlighted in green on the plan set out the areas given over to public space.



- The route through from Wells Road to Redcatch Park was set out, including details of height and planning permission
- Following a viability assessment, 80 affordable homes were proposed. Any buildings that were demolished would be subject to a Section 106 agreement, planning conditions and reserved matters and would not be cleared until some time in the future
- The site was within the Knowle/Broadwalk Town Centre and would result in a very small increase in shop frontage
- There would be an economic benefit of a £200 Million investment with up to 500 jobs, a new pedestrian route and new community facilities including a library. The development would be phased with an initial development of 30 commercial units
- The site was identified on the plan showing the area where height concentrated. The adopted policy says that new housing would be directed towards south Bristol with a staging post to establish if it could be accommodated in principle and how it would overlook the site

Officers recommended approval of the planning application subject to a legal agreement.

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

- No detailed design was yet available. Whilst an initial assessment was that 420 dwellings could be achieved on site, this would be subject to a more detailed assessment including a financial feasibility study
- The application had been accompanied by a viability appraisal with information from Savills broadly in accordance with this. Bristol City Council will appoint its own consultant to assess if the scheme is viable or not – the main area of difference is in benchmark land value, with the amount expected to receive about £4 Million less than estimated by Savilles which amounted to approximately 50 to 80 affordable units.
- BCC's affordable policy has a target percentage (30%) to be sought through negotiation subject to scheme viability. Although we might approve 10/20% housing, this does not confirm if it is housing compliant. This is the maximum it can afford but it will be reassessed to see if can get to 30% target
- Since there is currently no detailed design, it was not yet possible to assess the accuracy of the energy design with conditions to be secured at a later date
- Officers noted members' concern about the provision of information relating to this development on the site when the Committee was only being asked to confirm whether or not it agreed with outline planning permission
- If approved in principle it could deliver the amount of development set out. Whilst the application of numbers on the site for 850 units enabled an assessment of viability, it was not yet possible to assess further detail with the information available. Officers had assessed that it could be approved in principle
- The full application could not be considered until an outline application had been approved
- Viability had been assessed based on 817 units with floor space a key factor in this since this could affect the number of dwellings. Demolition costs were very high on the site with no tenders



known for this work at the moment. There was not enough detail to assess whether or not this was based on the cost of each individual unit or a 12 storey building

- Officers noted that the possibility of using Section 106 funding had not been assessed. The Committee was advised that when Bristol City Council became a CIL charging authority in 2013, this reduced the scope of the use of S106 Agreements. Since then, a Section 106 agreement had not been sought for parks which was a policy decision at the time. Under the current circumstances, the CIL levy would be a minimum of £4 Million and could be more with 15% of CIL going to Area Committees to decide. Bristol City councils could always allocate strategic CIL for parks
- Whilst no assessments had yet been made on the impact of size and density of the development on health, this would be addressed as the development had to comply with national space standards. The Health Impact Assessment Development would be used as a means of assessing this.
- Since the density was the worst case scenario taking into account the size of the site and likely numbers of dwelling, it was reasonable to assess this with some indicative information. However, any proposal would need to comply with the required policies
- Whilst it was likely that any proposed scheme would be large given the scale of the outline application, any development would be assessed against policy in the same way. Officers had balanced the benefits of the outline application against the impact and had concluded that it was achievable.
- Members' attention was drawn to Paragraph 9.58 of the report setting out details of the Vertical Sky Component assessment
- The Committee's concerns were noted about the existing supermarket, cinema provision and the role of Redcatch Park. However, officers pointed out that these were not part of the current application process
- Whilst affordable housing was a key material consideration, all developers were required to comply with a development plan proposal. The Committee were able to assess the design as well as amenity
- The issue of commercial space was a commercial issue for the developer and not within the planning remit
- It was usual practice for a builders plan to be prepared for schemes using the Building Cost Association Service (BCIS) which assesses this on the basis of pound per square metre. Following a request from BCC's affordable housing team, Housing Associations were approached to assess the base build costs. The estimated base build was greater than the BCIS medium but also greater than that estimated by the developer
- Any proposal for funding through a Section 106 scheme was not supported by planning policy and would be difficult to defend at appeal
- It was noted that there was reference in the report to developer's comments to the urban living document which stated that offsite provision for children's play can be provisioned if not provided on site. Officers pointed out that there was no mechanism to secure these funds
- The Committee was advised that Redcatch Park was not assessed as part of the development
- It was a planning obligation to provide a certain amount of affordable housing. However, the Planning Authority could not require a developer to pay funds before the scheme commenced and since it was not known when the scheme would start, it was not possible to require this to be carried out within a certain date.



Committee members made the following comments:

- It was important that Broadwalk should not end up like the scheme in St Catherine's Parade in Bedminster. Whilst there would be difficult decisions to be made in future, outline planning consent was required for the scheme to progress to the next stage and to signal a willingness to invest in Broadwalk and to provide certainty in allowing the required improvements to be made.
- Whilst there may be concerns about the level of affordable housing, schemes with zero affordable housing had been approved in the past
- Strategic CIL could be allocated to the park area and a marker for a residents parking scheme could be provided with approval of the scheme
- There were a number of elements of this scheme which had merit such as the regeneration of a very run down area, the arrangements for street scene, the proposals for recycled and embedded carbon and helping traders who were struggling in the area. However, since the viability assessment could only contain what was included within the report, there was a lack of balance. Height, density and mass were well in excess of what had been recommended for national research. Further concerns related to the impact of such a potentially large development on health and the lack of affordable housing
- The application should be opposed. There were concerns relating to the lack of Section 106 agreement and the need for an assessment for a residents' parking zone

Councillor Plowden indicated that, whilst he retained an open mind concerning the application, he was yet to be persuaded the full scheme was yet acceptable for approval and would therefore be voting against the outline application.

He further stated that, in the event there was a vote to approve the outline planning allocation, he would be proposing the following amendment which he had checked with legal officers in advance to ensure the wording would be appropriate: " that there is a provision of an obligation to instruct legal officers to come up with a form of wording that outs in place an obligation to Bristol City Council to design and undertake informal consultation on a Residents Parking Zone prior to commencement".

He added that he believed the existing parking was already affecting residents of Bedminster Green as he believed the Construction Management Plan was unenforceable and construction workers would need to park in local streets.

The legal officer provided the following advice to the Committee:

- Planning obligations are necessary for the scheme to be made acceptable



- In the past, obligation required a S106 contribution to be provided in 3 instalments. However, the difficulty is first instalment is not payable until the development has commenced so it would not be possible to carry out work in advance without funds to support it in the event that the Committee determined such funding was required
- Therefore, the issue of staging of the funds was important to establish to assess whether funding could support any work. If funding was not received within 5 to 10 years, it could be reimbursed. This was not subject to a specific obligation to pay for a specific requirement since this could create a precedent that did not operate within other Local Authorities. Such proposals would only be enacted by the developer and therefore could never be enforced by the Local Authority.

Further comments were made by Councillors as follows:

- The area is failing and there are merits to the scheme such as pedestrianisation, biodiversity net gain and the building of energy efficient buildings. However, the proposal for 850 units would lead to the buildings being unacceptably tall up to 12 storeys in a Victorian/Edwardian suburb. In addition, the buildings were unacceptably dense and there was a lack affordable housing. Therefore, the application should not be supported
- Whilst the need for development on this site was recognised, an outline development for such a dense development should not be supported
- Whilst the work from officers on this scheme was appreciated, it should be opposed
- This application could not be supported
- Whilst the principle could be agreed, the outline application in its current form could not be supported
- There were concerns about density and affordable housing and the scheme should be opposed on these grounds

In accordance with convention, Councillor Richard Eddy asked for any Councillor to propose the officers' recommendation for approval but no Councillor moved it.

Councillor Fi Hance moved, seconded by Councillor Andrew Varney and it was

RESOLVED: (unanimously) – that the Committee is minded to refuse the application on the grounds of the likely proposed density of housing per hectare and that the application is deferred to a future meeting including suggested reasons for refusal on this basis.



15 Date of Next Meeting

Following the decision made under Minute Number 9, it was noted that the next meeting would be held at 6pm on Wednesday 5th July 2023 in the Council Chamber, City Hall, College Green, Bristol.

The meeting ended at 5.20 pm

CHAIR _____



Action Sheet – Development Control Committee A

Date of Meeting	Item/report	Action	Responsible officer(s)/Councillor	Action taken / progress
21/12/22 and 31/05/23	Enforcement	Annual benchmarking report to DC comparing performance with other core cities would be useful. This was agreed.	Head of DM	Report to come to Committee in 2023/24 Municipal Year – officers to report on progress, an update to be provided – officers had previously indicated that comparators were not currently available
31/05/23 -	Appeals - Former Wyevale Garden Centre Application	To provide timeline for determination	Head of DM	Officers to report progress at 31 st May 2023 Meeting – No Progress Yet, an Update to be Provided to a future Committee
31/05/23 –	Appeals - Item 45 Land To Rear Of 44 & 46 Wrington Crescent Bristol BS13 7EP	Update Requested	Head of DM	Officers to report progress, an update to be provided to the Committee

DEVELOPMENT CONTROL COMMITTEE A

05 July 2023

REPORT OF THE DIRECTOR: DEVELOPMENT OF PLACE

LIST OF CURRENT APPEALS

Householder appeal

Item	Ward	Address, description and appeal type	Date lodged
1	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
2	Clifton	21 Constitution Hill Bristol BS8 1DG Mansard roof extension. Appeal against refusal Delegated decision	25/04/2023
3	Bishopsworth	45 Bridgwater Road Bristol BS13 7AX Rear and side dormer roof extensions. Appeal against refusal Delegated decision	05/06/2023

Written representation

Item	Ward	Address, description and appeal type	Date lodged
4	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
5	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

6	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
7	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
8	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
9	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
10	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
11	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
12	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

13	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
14	Bishopsworth	71 Dangerfield Avenue Bristol BS13 8DX Proposed new dwelling to side. Appeal against refusal Delegated decision	01/02/2023
15	Redland	186 Redland Road Bristol BS6 6YH Retention of stainless steel/glass balustrade, at roof level. Appeal against refusal Delegated decision	03/03/2023
16	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
17	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
18	Central	2 Clare Street City Centre Bristol BS1 1XR Temporary Static, Illuminated Shroud Advertisement. Appeal against non-determination	04/04/2023
19	Ashley	Dainton Self Storage New Gatton Road Bristol BS2 9SH Proposed 1no. internally illuminated display signboard. Appeal against refusal Delegated decision	04/04/2023
20	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
21	Westbury-on-Trym & Henleaze	29 Hobhouse Close Bristol BS9 4LZ Retrospective application for retention of dwelling. Appeal against non-determination Committee	06/04/2023

22	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
23	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 wrapround cabinet at base and associated ancillary works. Appeal against refusal Delegated decision	13/04/2023
24	Knowle	318 Wells Road Knowle Bristol BS4 2QG Proposed kitchen extraction from A3 Unit below. Appeal against refusal Delegated decision	13/04/2023
25	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
26	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
27	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

28	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
29	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
30	Knowle	Land At Junction With Redcatch Road St Agnes Avenue Bristol BS4 2HQ Erection of dwelling (Renewal of planning permission granted on appeal ref APP/Z0116/W/18/3196399 - BCC 16/06418/F) - self build. Appeal against refusal Delegated decision	04/05/2023
31	Knowle	100 Redcatch Road Bristol BS4 2HQ Demolition and re-positioning of curtilage listed stone wall with brick capping. Appeal against refusal Delegated decision	04/05/2023
32	Ashley	6 Sussex Place Bristol BS2 9QW Conversion of this single dwelling into two flats and a maisonette, including provision of bin/cycle storage facilities and associated external alterations. Appeal against non-determination Delegated decision	10/05/2023
33	Hengrove & Whitchurch Park	127 East Dundry Road Bristol BS14 0LP Two storey rear and single storey side extension. Appeal against non-determination	15/05/2023
34	Knowle	100 Redcatch Road Bristol BS4 2HQ Erection of dwelling (Renewal of planning permission granted on appeal ref APP/Z0116/W/18/3196399 - BCC 16/06418/F) - self build. Appeal against non-determination	16/05/2023

35	Knowle	100 Redcatch Road Bristol BS4 2HQ Demolition and re-building of curtilage listed stone wall with brick capping in the same position as the existing wall. Appeal against non-determination	16/05/2023
36	Clifton Down	Redland Filling Station Hampton Road Bristol BS6 6JA Installation of vehicle charging points and associated electrical infrastructure and associated works. (Retrospective) Appeal against refusal Delegated decision	16/05/2023
37	Bishopston & Ashley Down	387 Gloucester Road Horfield Bristol BS7 8TS The retention of an Automated Teller Machine and associated signage. Appeal against refusal Delegated decision	16/05/2023
38	Cotham	Garage To Rear Of 3 Clyde Park Bristol BS6 6RR Demolition of garage and erection of dwellinghouse (Use Class C3). Appeal against non-determination	18/05/2023
39	Brislington West	21 Wick Crescent Bristol BS4 4HG Proposed development of two storey detached 2-bed dwelling, located within the rear garden. Appeal against non-determination Delegated decision	23/05/2023
40	Ashley	6 Sussex Place Bristol BS2 9QW Conversion of this single dwelling into two flats and a maisonette including the renovation of the property as a listed building. Appeal against non-determination	24/05/2023
41	Cotham	1 Eastfield Road Cotham Bristol BS6 6AA Proposed extension and alterations to existing end of terrace to form 7 no. 1 bedroom self-contained flats and 1 no. 2 bedroom self-contained flat over 4 floors. Appeal against refusal Delegated decision	21/06/2023
42	St George Central	The Mechanics Arms 123 Clouds Hill Road Bristol BS5 7LH Extension and change of use from public house to six apartments. Appeal against refusal Delegated decision	21/06/2023

43	St George Troopers Hill	106 Fir Tree Lane Bristol BS5 8BJ Demolition of dwellinghouse and erection of a three-storey building comprising 9no. self-contained flats with associated soft and hard landscaping. Appeal against non-determination	22/06/2023
44	Clifton Down	The Vincent Redland Hill Bristol BS6 6BJ Proposed retention of 2no. hoarding signs (temporary consent for 2 years). Appeal against refusal Delegated decision	23/06/2023

List of appeal decisions

Item	Ward	Address, description and appeal type	Decision and date decided
45	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	Appeal dismissed 14/06/2023
46	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	Appeal allowed 02/06/2023
47	Ashley	The Cottage 28 Ashfield Place Bristol BS6 5BF Retention of enclosed roof terrace. Appeal against refusal Delegated decision	Appeal dismissed 20/06/2023
48	Southmead	345 Southmead Road Bristol BS10 5LW Erect 2 bed dwelling. Appeal against refusal Delegated decision	Appeal allowed 16/06/2023
49	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	Appeal dismissed 23/06/2023

DEVELOPMENT CONTROL COMMITTEE A
05 July 2023

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

Item	Ward	Address, description and enforcement type	Date issued
1	Cotham	89 High Kingsdown Bristol BS2 8ER Change of use of property to small hmo use class C4. Enforcement notice	08/06/2023

Development Control Committee A 5 July 2023

Report of the Director: Economy of Place

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Planning Applications

Item	Ward	Officer Recommendation	Application No/Address/Description
1	Knowle	Refuse	22/03924/P - Broadwalk Shopping Centre Broad Walk Bristol BS4 2QU Application for Outline Planning Permission with some matters reserved - Demolition of existing buildings and erection of a mixed use scheme comprising residential units (Class C3), commercial floorspace (Class E), community use (flexible Class E/Class F2), library floorspace (Class F1), cinema/ theatre floorspace (Class sui generis), vehicle parking spaces, cycle parking, and associated landscaping, public realm, access and servicing arrangements, and circulation space. All matters reserved except for access. (Major)
2	Brislington East	Grant subject to Legal Agreement	22/01548/F - Christadelphian Meeting Room Church Hill Bristol BS4 4LT Change of use of a place of worship (Class F) to a ten-bedroom House in Multiple Occupancy (Sui Generis).
3	Cotham	Grant	22/03645/F - Basement Flat 4 Elliston Road Bristol BS6 6QE Detached single storey structure to the rear of the property for use as gym/home office, erection of a boundary wall to the rear, and bin storage.

index
v5.0514

WARD: Knowle

SITE ADDRESS: Broadwalk Shopping Centre Broad Walk Bristol BS4 2QU

APPLICATION NO: 22/03924/P Outline Planning

DETERMINATION DEADLINE: 6 July 2023

Application for Outline Planning Permission with some matters reserved - Demolition of existing buildings and erection of a mixed use scheme comprising residential units (Class C3), commercial floorspace (Class E), community use (flexible Class E/Class F2), library floorspace (Class F1), cinema/ theatre floorspace (Class sui generis), vehicle parking spaces, cycle parking, and associated landscaping, public realm, access and servicing arrangements, and circulation space. All matters reserved except for access. (Major)

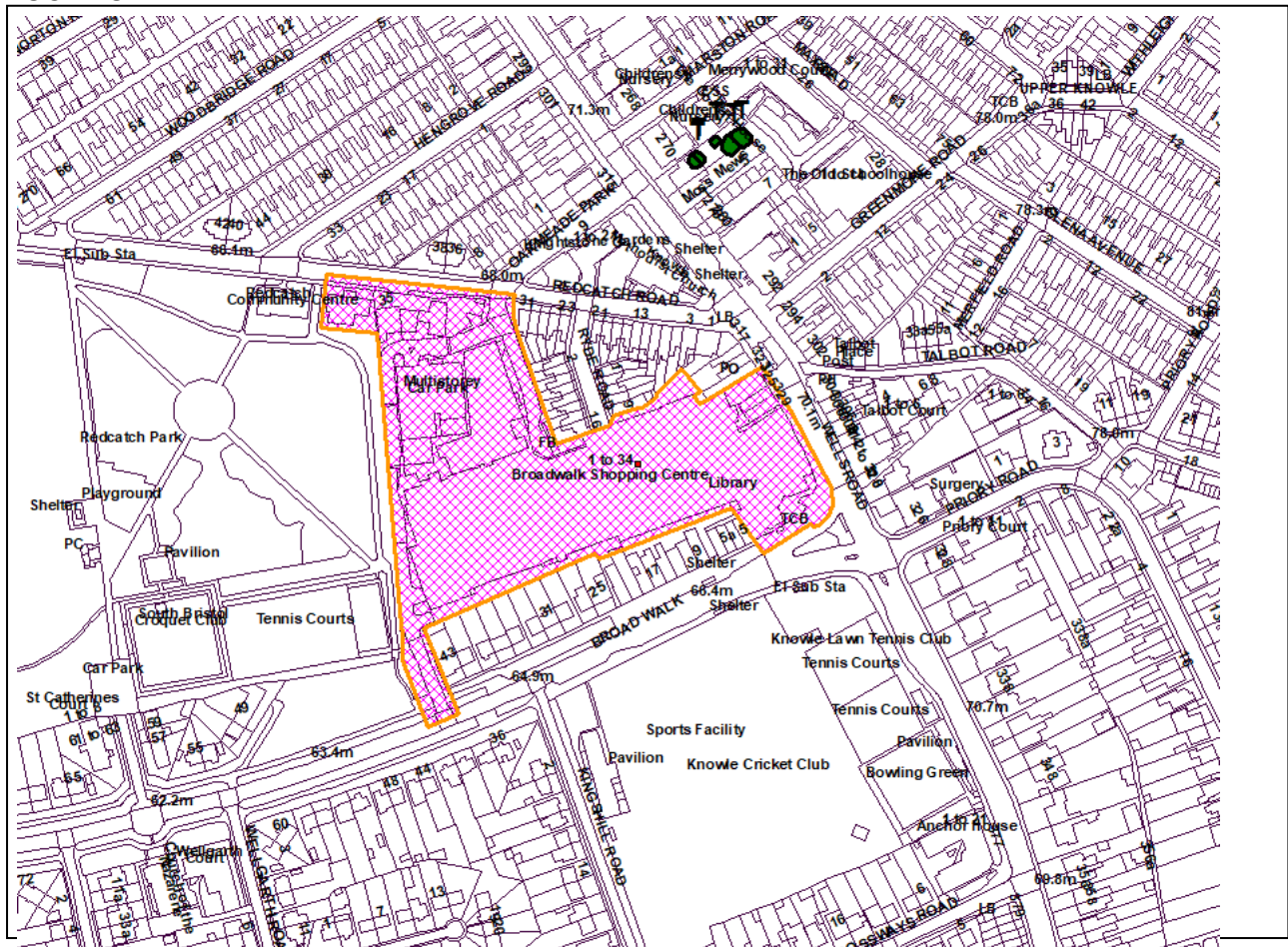
RECOMMENDATION: Refuse

AGENT: Savills (UK) Limited
Embassy House
Queens Avenue
Bristol
BS8 1SB

APPLICANT: Broadside Holdings Ltd

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

LOCATION PLAN:



Development Control Committee A – 5 July 2023

Application No. 22/03924/P : Broadwalk Shopping Centre Broad Walk Bristol BS4 2QU

UPDATE FOLLOWING DEVELOPMENT CONTROL COMMITTEE A– 31ST MAY 2023

BACKGROUND

This report relates to an application for outline planning permission at Broadwalk Shopping Centre in the Knowle ward of the city.

The description of development is as follows:

“Application for Outline Planning Permission with some matters reserved - Demolition of existing buildings and erection of a mixed use scheme comprising residential units (Class C3), commercial floorspace (Class E), community use (flexible Class E/Class F2), library floorspace (Class F1), cinema/ theatre floorspace (Class sui generis), vehicle parking spaces, cycle parking, and associated landscaping, public realm, access and servicing arrangements, and circulation space. All matters reserved except for access.”

This application was considered by Development Control (DC) Committee A on the 31st May 2023. Members unanimously voted to refuse the application following an officer recommendation for approval.

A copy of the Report presented on the 31st May 2023 is attached.

ANALYSIS

Densification

The application proposal includes up to 850 homes. It also seeks to establish building heights of up to 12 storeys (103m AOD). The site has an area of 2.344 hectares. Therefore, the density of development could be 416 dwellings per hectare (dph).

A high density of development is not a reason for refusal, but adverse consequences which flow from a density which is too high can support a refusal.

Height

The first adverse consequence that flows from the density of development proposed is unacceptable height.

This application seeks to establish several key principles for the site including redevelopment to provide mixed use and residential accommodation; and building heights of up to 12 storeys (103m AOD).

Core Strategy Policy BCS20 states that the appropriate density for any individual site will be informed by the characteristics of the site; the local context; its current and future level of accessibility by walking, cycling and public transport to a range of employment, services and facilities; the opportunity 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.

Members concluded that an appropriate density had not been found by virtue of the height of the proposal and therefore the proposal is contrary to Policy BCS20 in so far as it not being informed by the local context of predominantly two storey housing.

Development Control Committee A – 5 July 2023

Application No. 22/03924/P : Broadwalk Shopping Centre Broad Walk Bristol BS4 2QU

Proportion of single aspect homes and quality of living accommodation

NPPF Paragraph 130 states that decisions should ensure that development (amongst other things) will function well and add to the overall quality of the area, are visually attractive and sympathetic to the local character, including the surrounding built environment.

Policies BCS21, DM29 and guidance set out in Q2.8 of the Urban Living SPD seeks to avoid single aspect homes in order to improve access to natural light, provide a choice of views, and allow cross ventilation in order to minimise overheating (Paragraph 9.52 of the 31st May Report).

Policy DM27 states that the layout, form, pattern and arrangement of streets, open spaces, development blocks, buildings and landscapes should contribute to the creation of quality urban design and healthy, safe and sustainable places

The current indicative layout provides 263 (32.2%) dual aspect units. Of the remaining single aspect units, 207 (25% of the total units) would be single aspect north facing units; these are predominantly located within Blocks A and B, in the north western part of the site adjacent to Redcatch Park, with some also located in Block G at the centre of the site (Paragraph 9.53 of the 31st May Report).

Members expressed concern about the proportion of single aspect units and therefore the quality of living environment for future residents. Consequently policies BCS21 and DM29 have been included in the first recommended reason for refusal.

Absence of a Legal Agreement to secure affordable housing

While the applicant and officers have agreed a policy compliant approach to affordable housing provision following Viability Assessment, a Section 106 agreement is not yet in place to secure delivery of these dwellings.

Therefore, Members should be aware that by refusing the application, the opportunity to secure these affordable homes as agreed may be lost. The absence of an agreement to secure these homes must therefore form an additional refusal reason.

The applicant has advised that they would appeal a refusal of this application and should this be the case, the Inspector may be minded to allow this reason for refusal to be addressed via the agreement of a section 106 at that stage.

TILTED BALANCE

Any decision taken must demonstrate that the refusal reasons (the adverse impacts of the development) would significantly and demonstrably outweigh the benefits of the development, when assessed against the policies in the National Planning Policy Framework (NPPF) taken as a whole.

RECOMMENDED REASONS FOR REFUSAL

The following reasons for refusal are recommended:

1. Inherent in the number of homes proposed, the proposal would constitute an overly dense form of development of the site by reason of the height of the proposal, the proportion of single-aspect homes and the overall quality of the living environment that would be created. This would be contrary to paragraph 130 of the National Planning Policy Framework, Policies BCS20 and BCS21 of the Bristol Local Plan: Core Strategy and Policies DM27, DM29 of the Bristol Local Plan: Development Management Policies.
2. In the absence of an appropriate agreement under Section 106 of the Town and Country Planning Act 1990, the proposed development fails to provide for Affordable Housing requirements in order to mitigate the impacts of the development contrary to Policy BCS11 of the Bristol Local Plan: Core Strategy (2011) and Policy BCS17 of the Bristol Local Plan: Development Management Policies (2014).

WARD: Knowle

SITE ADDRESS: Broadwalk Shopping Centre Broad Walk Bristol BS4 2QU

APPLICATION NO: 22/03924/P Outline Planning

DETERMINATION DEADLINE: 1 April 2023

Application for Outline Planning Permission with some matters reserved - Demolition of existing buildings and erection of a mixed use scheme comprising residential units (Class C3), commercial floorspace (Class E), community use (flexible Class E/Class F2), library floorspace (Class F1), cinema/ theatre floorspace (Class sui generis), vehicle parking spaces, cycle parking, and associated landscaping, public realm, access and servicing arrangements, and circulation space. All matters reserved except for access. (Major)

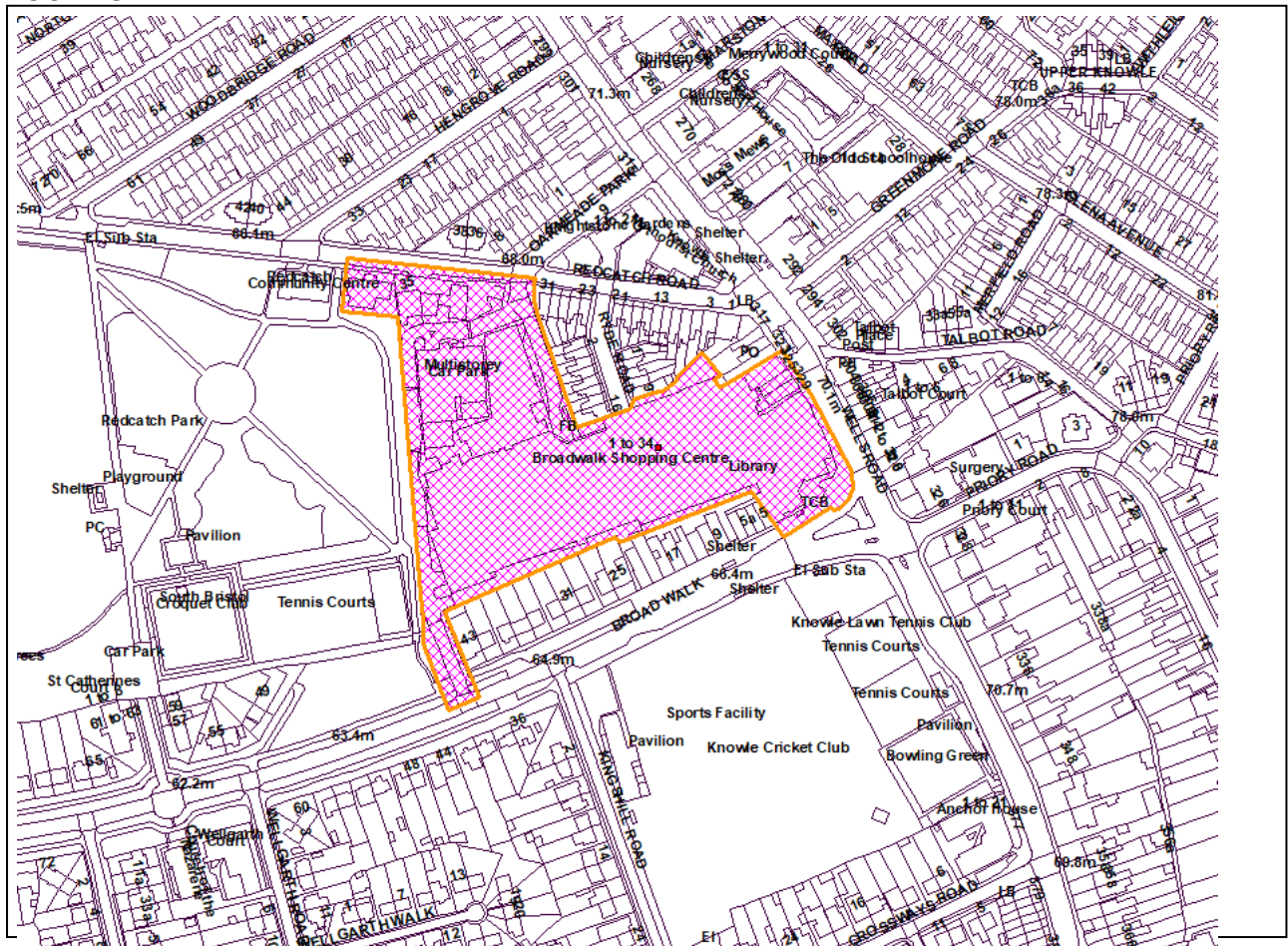
RECOMMENDATION: GRANT subject to Planning Agreement

AGENT: Savills (UK) Limited
Embassy House
Queens Avenue
Bristol
BS8 1SB

APPLICANT: Broadside Holdings Ltd

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

LOCATION PLAN:



Development Control Committee A – 31 May 2023**Application No. 22/03924/P : Broadwalk Shopping Centre Broad Walk Bristol BS4 2QU****1.0 SUMMARY**

- 1.1 This application is referred to Committee on account of the significant level of public interest.
- 1.2 This is an application for outline planning permission. All matters (appearance, landscaping, layout, and scale) are reserved for subsequent approval except for the means of access, which is applied for in detail.
- 1.3 Consideration cannot be given here to the overall design of the scheme. This is reserved for subsequent approval and only indicative plans have been submitted. The aim for which is to establish that (in principle) the site can accommodate a mix of development, including up to 850 homes.
- 1.4 Permission is sought for the following maximum parameters:

Land Use	Proposed Max. Parameters (GEA)
C3 Residential	850 units
E Commercial	7,430 sqm
Flexible E/F2 Community	190 sqm
F1 library	320 sqm
Sui generis cinema/ theatre	870 sqm

- 1.5 This application seeks to establish a number of key principles for the site including demolition of part of the building, including the Bingo Hall; redevelopment to provide mixed use and residential accommodation; and building heights of up to 12 storeys (103m AOD).
- 1.6 The proposals seek to improve on the extant permission with a number of key objectives including:
- realising the opportunity for a comprehensive redevelopment of the shopping centre and subsequent improvements to the wider area;
 - the creation a seamless area of public realm, connecting Redcatch Park to Wells Road and the wider area;
 - improving site permeability and connectivity;
 - increasing residential density to support the ailing town centre;
 - introducing new types of residential accommodation including later living and build to rent accommodation;

Development Control Committee A – 31 May 2023**Application No. 22/03924/P : Broadwalk Shopping Centre Broad Walk Bristol BS4 2QU**

- ensuring the long term sustainability and function of the town centre as the main focus for the community's retail, leisure, and community facilities;
 - significantly enhancing biodiversity net gain within the site; and
 - delivering improved energy efficiency through the development of new buildings.
- 1.7 The principle of development is accepted and considered to contribute positively to the delivery of new homes on previously developed land. This is supported by the NPPF and Local Plan Policies BCS5, BCS7 and BCS20.
- 1.8 The proposed loss of retail and leisure buildings is sufficiently justified by the refurbishment and re-provision of facilities elsewhere within the application site. The refurbishment/re-provision is within a designated Local Centre in accordance with Policy BCS7.
- 1.9 Sufficient information has been provided and design work has been undertaken for officers to be confident that the site can accommodate the quantum of development proposed and that an acceptable design solution can be found.
- 1.10 Some of the concerns that have been raised by Consultees and members of the public would be addressed as the details of the design emerge at reserved matters stage.
- 1.11 The application for outline planning consent is recommended for approval, subject to conditions and planning agreement.

2.0 SITE DESCRIPTION

- 2.1 This application relates to the land and buildings located to the east of Redcatch Park and bounded by Redcatch Road to the north, Wells Road to the east and Broad Walk to the south. The site is within the Knowle Ward, south east Bristol.
- 2.2 The land is currently in a mix of uses but is predominantly in use as the Broadwalk Shopping Centre; a retail centre with over 30 shops, leisure and entertainment uses and food outlets. Offices and a public library are located the southeastern extent of the site, at the corner of Broad Walk with Wells Road. A multi-storey car park is located in the western part of the site and car parking is also provided at roof level above the Shopping Centre. At the northern extent of the site there is a former petrol station on Redcatch Road, which is currently in use as a car wash. The former Knowle library, a single storey building located on Redcatch Road, is also included within the application site.
- 2.3 Vehicular access to the site is gained via Redcatch Road, with egress onto Broad Walk. The main pedestrian entrance to the Shopping Centre is at the corner of Broad Walk with Wells Road.
- 2.4 The site is designated within the Knowle Local Centre and as a Primary Shopping Area in the Council's Site Allocations and Development Management Policies (July 2014). Redcatch Park is designated as Important Open Space.

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- 2.5 The surrounding area is largely residential in nature. No's. 1 to 16 Ryde Road are located immediately to the north of the site and no's. 25 to 43 Broad Walk located immediately to the south. These buildings are a combination of Victorian terraces and larger, post-war houses. There are also a number of retail units with residential flats above, located along Redcatch Road, Broad Walk and Wells Road. Redcatch Community Centre is located to the west of the former library building.
- 2.6 Knowle Methodist Church is a Grade II Listed Building, located to the north of the site on the corner of Wells Road and Redcatch Road, circa 50 metres from the site. The Old Schoolhouse, 28 Maxse Road is a Grade II Listed Building, located circa 100 metres from the site.
- 2.7 The location is well-connected to the City Centre and South Bristol, with bus stops located on Broad Walk, Wells Road and Redcatch Road.
- 2.8 The site is not subject to any statutory designations and does not have any habitats of significant value. There are four designated sites within 1km of the application site, with two within 500m of the site, Arnos Vale Cemetery SNCI and Callington LNR/SNCI, 480m and 500m respectively. These sites are of a sufficient distance from the application site to not have a significant impact on adjacent habitats.
- 2.9 The application site is located within Flood Zone 1 and is at a low risk of flooding.

3.0 RELEVANT PLANNING HISTORY

- 3.1 The site has a long history, with numerous applications for various alterations and advertisements. The most recent and relevant history is included below:

22/02132/SCR – A Screening Opinion as to whether an Environmental Impact Assessment (EIA) was required for the redevelopment of the Project Site for up to 880 residential dwellings, up to 7,430sqm Class E commercial floorspace, up to 190sqm flexible Class E/ Class F2 community floorspace, up to 320sqm Class F1 library floorspace, and up to 870sqm sui generis cinema/ theatre use, together with car and cycle parking (Please note that this is not a planning application and therefore we are not carrying out public consultation on the proposal at this stage) was provided on the 15th June 2022. This confirmed that an EIA was not required.

18/05184/P - Outline planning application with all matters reserved other than access for the partial demolition, refurbishment and redevelopment of Broadwalk Shopping Centre and adjacent land to provide a mixed use scheme comprising residential apartments (C3), retail floorspace (A1/A2), cafes, bars and restaurants (A3/A4/A5), offices (B1), community (D1) and leisure uses (D2). Provision of vehicular and pedestrian .cycle accesses, parking, servicing, landscaping, public realm and associated works. GRANTED on 28th September 2021.

18/04648/SCR - Request for a Screening Opinion as to whether an Environmental Impact Assessment (EIA) is required for the proposed redevelopment of the Broadwalk Shopping Centre, Knowle.– EIA NOT REQUIRED (Oct 2018)

07/05426/F - Part demolition of existing multi-storey car park and erection of part two, part three storey residential development (45 units) and provision of access cores, refuse, cycle parking and car parking areas. – GRANTED subject to condition(s) (Feb 2009)

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06/05015/F and 10/01314/R Demolition of existing buildings. Erection of three-storey development to provide 38 flats, associated underground parking area and 124 square metres of B1 class office space

04/05196/F - Change of use of part of first floor from nightclub (Use Class D2) to library (Use Class D1). – GRANTED subject to condition(s) (Mar 2005)

03/03955/F - Erection of a two-storey extension for retail use adjacent to existing multi-storey car park. New entrance and improved elevations to Wells Road. Refurbished Malls and new rooflight. – GRANTED subject to condition(s) (Feb 2004)

03/00755/F - Change of use from Use Class A1 Retail to Use Class A3 Food and Drink. – GRANTED subject to condition(s) (Apr 2003)

01/01464/F - Demolition of two levels of car parking and erection of new retail unit at mall level with related storage and service provision at road level. – GRANTED subject to condition(s) (Dec 2001)

4.0 APPLICATION DETAILS

4.1 This application seeks outline planning permission with all matters reserved for subsequent approval (except access) for the demolition of existing buildings on the site and the erection of a mixed use scheme comprising residential units (Class C3), commercial floorspace (Class E), community use (flexible Class E/Class F2), library floorspace (Class F1), cinema/ theatre floorspace (Class sui generis), vehicle parking spaces, cycle parking, and associated landscaping, public realm, access and servicing arrangements, and circulation space. All matters (appearance, landscaping, layout and scale) are reserved for subsequent approval except for access.

4.2 The following buildings are proposed for demolition:

- - Former Knowle Library
- - Redcatch Road Hand Car Wash
- - Multi-storey car park
- - Retail Units 17A, 17B, 46 and 47 (B&M, Vacant, Wilko and Bingo Hall /Fit4Less Gym)

4.3 The redevelopment of the site would include the following mix of uses:

- Use Class C3 residential development – Up to 850 homes
- Use Class E Commercial development – 7,430 square metres (GEA)
- Flexible Use Class E / Use Class F2 - Community Uses – 190 square metres
- Use Class F1 Library – 320 square metres
- Sui generis – Cinema / Theatre – 870 square metres
- 308 parking spaces for residents and visitors to the site

Design Principles

4.4 Although layout is reserved for subsequent approval, an indicative layout plan has been submitted with the intention of establishing a number of design principles to guide the refinement of the design of the overall development and to demonstrate that the proposed parameters could be accommodated within the site.

Development Control Committee A – 31 May 2023**Application No. 22/03924/P : Broadwalk Shopping Centre Broad Walk Bristol BS4 2QU**

- 4.5 The indicative layout has evolved from the creation of three new streets within the site, including a strong west to east connection to Redcatch Park. This is intended to drive footfall through the site.
- 4.6 The indicative plan envisages a series of blocks with clear fronts and backs and well defined entrances. The intention is to create a robust frontage at the corner of Wells Road and Broad Walk.
- 4.7 Active frontages are proposed at ground floor level with residential accommodation on upper floors.
- 4.8 The indicative layout includes space for community floorspace, which will accommodate a replacement Knowle Library at the centre of the site, together with floorspace for uses such as a cinema or theatre, which is shown to be located at the eastern part of the site.

Vehicular Access

- 4.9 Vehicular access to the site would remain as existing, with vehicular access from Redcatch Road and egress onto Broad Walk. Pedestrian access would be retained at the corner of Wells Road and Broad Walk, with a further access from Redcatch Park and secondary access via Ryde Road.

Indicative Heights

- 4.10 While the exact design of each building on the site is reserved for subsequent approval, it is possible to compare the height of the existing building on the site with the potential heights for different parts of the site.

	Existing (AOD)	Extant Consent (AOD)	Proposed (AOD)
North west	76 m	77-82m	82-88m
North	71 m	77-82m	69-91m
Central North	81 m	94-97m	68-102
Central South	74 m	94-103m	68-102
South West	72 m	67-94m	84-96
Centre	74 m	82m	78-98
East	89 m	(as existing)	77-104

Indicative Parking Provision

- 4.11 The application form indicates that provision will be made for 308 parking spaces. This would represent a reduction of 106 from the existing 414 on the site currently.

Ecology and Landscaping

Development Control Committee A – 31 May 2023**Application No. 22/03924/P : Broadwalk Shopping Centre Broad Walk Bristol BS4 2QU**

- 4.12 The Applicants have indicated that the detailed design of the buildings will provide green / blue roofs to meet drainage and attenuation requirements. A blue roof is a roof design that is explicitly intended to control the release of water, typically rainfall, over time.
- 4.13 A series of bat surveys has been undertaken throughout 2022 at the Old Library Building. These have concluded that no roosting bats are present on the site. The application proposals incorporate enhancements for roosting bats in the form of bat boxes and planting that are known to attract invertebrates.
- 4.14 The applicants have indicated that the detailed design of the scheme will provide a significant increase in habitats on site through the provision of tree planting, landscaping, green roofs, and green walls.
- 4.15 In respect of Biodiversity Net Gain, the Applicants have indicated that their proposals will result in a +1299.86% increase. However, a condition is recommended to secure a Biodiversity Net Gain Assessment to accompany each reserved matters application.

5.0 EQUALITIES ASSESSMENT

- 5.1 The public sector equalities duty is a material planning consideration as the duty is engaged through the public body decision making process.
- 5.2 “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.
- 5.3 During the determination of these applications 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. In their assessment of these applications your officers are satisfied that any adverse impacts can be addressed and mitigated through the detailed design of the buildings and the imposition of appropriate conditions.

6.0 STATEMENT OF COMMUNITY INVOLVEMENT (SCI)***Process***

- 6.1 The SCI sets out the details of consultation activities including, but not limited to:
- Key stakeholder and Ward Councillor meetings,
 - A public exhibition event

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- Media / Social Media and a website
- Presentation at Bristol Urban Design Forum

Key Outcomes

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

- In response to concerns about the size of the building:

“We reduced the overall mass of built space by 79,639 sq m GIA to 77,831 sq m GIA and volumetrically by 267,425 m³ to 259,131 m³. Additionally, we have rationalised the design from 10 blocks to 9 to improve the efficiency, permeability and spacing of the scheme.”

- In response to stakeholders’ concerns about the height of the proposed development, the Applicants commented that:

“The updated design incorporated step-backs from the extant consent and original pre-app design to minimise overlooking, rights of light and daylight / sunlight impact, as well as an improved vista to Redcatch Park.”

- In response to stakeholders’ concerns that the development is too dense, the Applicants make the following comment:

“This is an opportunity to redevelop a failing shopping centre and to create a new heart for Knowle with shops, community facilities and new homes in a sustainable and attractive location. To achieve that we need to redevelop the whole site and create the quantum of development which will enable us to deliver the community benefits and homes the city needs. Reducing the number of homes will only serve to reduce the amount of affordable accommodation available. Additionally, increased density supports sustainable transport measures, frees up more land for public realm and amenity, supports local services and shops by increasing footfall and prevents development on green belt land. There is also an acute housing need in Bristol with the city only having a five-year housing land supply of c. 2.8 years. “

- In response to stakeholders’ request for the developers to do more for Redcatch Park, the Applicants comment:

“We will improve green infrastructure through the landscaping of the main thoroughfare between Wells Road and Redcatch Park featuring seating, alongside space for pop-ups, lush planting, and lighting, together with widened informal squares / courtyards which all create natural congregation and informal play points that punctuate the thoroughfare.”

- Finally, in respect of the retention of important shops and amenities, the Applicants state that:

“There will be an increase in shop frontage, these shops will be resized to optimise prime shopping space in store. These shops will be more flexible to ensure the centre stays relevant over time. We have ensured that everyday essentials like a dentist and library will be embedded in the Redcatch Quarter.

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Additionally, we want to ensure the provision of other requested services such as a pharmacy and supermarket.”

7.0 POLICY CONSIDERATION

7.1 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.

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

Emerging Policy and Legislation

7.3 The consultation on the Levelling Up and Regeneration Bill seeks view on the proposed approach to preparing National Development Management Policies and how policy might be developed to support levelling up. This feeds directly into the proposed changes to the NPPF (see below). At the time of writing, the Bill is progressing committee stage in the House of Lords. The Bill seeks to make the planning system work better for communities including introducing a requirement for local authorities to produce design codes, introducing a new infrastructure levy, giving increased weight to neighbourhood plans, reforming the 5 year housing land supply by removing the requirement for 5%, 10% and 20% buffers, and making changes to the Housing Delivery Test.

7.4 On 22 December 2022 the Department for Levelling Up, Housing and Communities published its proposed approach to updating the NPPF for consultation. The consultation runs until 2 March 2023. The main proposed changes relate to the weakening of the presumption in favour of sustainable development, with reduced support for high density development; strengthening neighbourhood plans; the potential removal of the requirement for robust testing of objectively assessed need, and potential strengthening of green belt boundaries.

7.5 Bristol City Council published the latest draft Local Plan policies for consultation in November 2022. The includes a range of sustainability policies to address climate change.

7.6 Draft Policy H1 sets an annual average minimum housing target of 1,925 net additional dwellings, which falls drastically below housing need derived by the Standard Method figure plus 35% uplift of 3,376, without any strategy in place for unmet need to be addressed outside of BCC's boundaries.

7.7 An earlier iteration of the draft Local Plan, published for consultation in March 2019, included a Draft Development Allocations document, which included a draft allocation of Broadwalk Shopping Centre (ref. BDA2201) for 'residential led redevelopment with appropriate town centre uses.'

7.8 Although emerging policy is at a relatively early stage in the plan preparation process, and therefore carry minimal weight as a material consideration, proposed changes to

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the NPPF could be adopted as early as Spring 2023. The proposed changes to the NPPF and the emerging policy have therefore been considered within this report as part of the planning balance.

8.0 RESPONSE TO PUBLICITY AND CONSULTATION**General response from the public**

8.1 A total of 900 neighbouring properties were consulted directly. As a result, the following representations were received:

8.2 At the time of the preparation of the report, 231 representations have been received objecting to the application:

Principle of development (Key Issue A)

- Concern about the loss of local services including local shops.
- “The loss of Snooker City, Soft Play and Bingo will effect a large number of people and the proposal of a cinema is no substitute”.
- The proposed development does not align with Site Allocations DPD DM14, which states that development should improve health and reduce health inequalities.
- Concern about how it will impact on local services such as doctors, schools and dentists.
- GP practices will not be able to cope.
- The potential influx of 2,000 residents will place a strain on local amenities.
- Concern about the reduced number of shops proposed – “Get rid of the cinema and put in a supermarket.”
- The proposal is “monstrous” – a density of 428 dph is too high.
- “This application is discriminatory to the disabled, the elderly and those on low incomes, who rely on there being shops at Broad Walk. This site needs redevelopment but the tower blocks are too big and provision for shops too small.”
- Access to a community hub (including Knowle Library) should have shop-like opening hours.
- Access to the library should be outside office hours.
- Toilet facilities should be provided.
- It should have an area for people to socialise in or just to use to get out of the weather.
- The community cafe could be part of this space but people should not feel they have to buy from the cafe to use this space.
- Provision should be made for a supermarket.
- The proposed development should contribute to local leisure services.
- A local supermarket is needed.
- The scheme does not Bristol City Council’s own standards for quality – it is too dense and does not provide sufficient affordable housing and should be refused.

Design (Key Issue C)

- Concern that the height of the proposal will be overbearing. “The proposed buildings are significantly taller than the existing structures, and I am concerned about the impact this will have on the surrounding area.”

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- “This application appears to be a major over development from previous applications. The application density does not appear to be in line with the policy bcs20 or the national planning framework; with hard transitions in height on the wells road frontage from local (2 story scale) to 10 story; there is no stepping up.”
- “The overall architecture is big brick blocks with repetitious and monotonous windows on a huge scale. It looks like many of the large schemes in other areas of the city it is not location specific. It is not a city centre location but the height, bulk, scale of the development is more akin to developments in the centre but bigger. Scale of development usually diminishes towards the outskirts of cities. The height of the development is nearly the same as the 1960/70 tower blocks of Lawrence Weston and Bedminster.”
- “The future residents of Bristol will despair that this horror show was allowed to see the light of day. This development is just wrong in every conceivable way, too tall, too dense, too ugly, just totally inadequate and benefitting no-one but the developers.”
- Object to the opening up of Ryde Road – “This fundamental change in the landscape, character and safety of my road is unacceptable.”
- The proposal will stick out like a sore thumb – “Knowle is not a high rise area”.
- Totally out of character with the surrounding area
- Daylight and Sunlight only meets the bare legal requirement.
- The proposal is inconsistent with the Urban Living SPD which states that tall buildings will be generally discouraged in physically constrained or built up areas
- The provision of 800 flats on the site suggests that each flat will be small.
- There is no need for a cinema. “If, based on their own research, the nature in which we shop has made more retail facilities/space unviable, then surely a cinema is even less viable. I do not feel this would add value for the local community in a scale way and is a fairly meaningless ‘give’ from the developers that they continue to anchor on.
- The small size of the proposed apartments is “inhumane”.
- The new route through to the park is a good idea though it could encourage more anti-social behaviour, littering, skateboarding, and graffiti.
- Concern that Ryde Road will become a drop off area to the detriment of the amenity of residents of the road.
- Concern that the light assessment has failed to include all affect properties, particularly those along Redcatch Road.
- There is no outside space for the flats which contradicts the Urban Living guidelines.

Density (Key Issue C)

- Concern that the density of the proposals is way over policy.
- The proposal equates to huperdensity at 426 dph.
- “Broadwalk sits in the 'Inner urban' area of the Urban Living SPD's 'Bristol Density Setting Map', which recommends an 'optimum density of 120 DPH'. However, fitting 817 dwellings (plus parking & town centre uses) into the 2.2ha footprint equates to 428 DPH when the Maccreeanor-Lavington method is applied. To propose this density in Knowle goes against the principle of Site Allocations Development Plan Documents (DPD) DM 26 - Local Character and distinctiveness, as this density & massing is completely at odds with the surrounding context of predominantly 2-3 storey Victorian, Edwardian & 1930's homes. Knowle's current density is approx 70 DPH, so the proposed 428 DPH is

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511% greater than the prevailing density of the neighbourhood. Neither is it compliant with the Urban Living SPD, at 257% greater than the 120 DPH 'optimal density'. 428 DPH is also 22% higher than the hyper-density threshold (350 DPH) recommended by the 'Superdensity: The Sequel' report. In this report, experts recommend an 'assumption against development' for schemes above 350 DPH, even in central London. If the Superdensity report's guidelines are followed, Redcatch Quarter would be rejected - or given intense scrutiny - even in central London. The proposed 12, 10 & 8 storey towers do not support Core Strategy BCS21, which calls for development to safeguard the amenity of existing development and create a high quality environment for future occupiers. Work done by 'Create Streets' identifies numerous studies concluding that 6+ storey buildings do not support a good quality of life for residents, with above-average incidents of poor mental health, anti-social behaviour, and children not fulfilling their potential. Other negative impacts are extensively listed in Part 3 of the Urban Living SPD. Chapter 3 of 'Superdensity: The Sequel' concludes that "at densities above 350 DPH, and even with the best practice approach we advocate, it feels very unlikely that we can create the conditions that allow mixed communities to thrive". At 428 DPH, Redcatch Quarter significantly exceeds the hyperdensity threshold, yet the developers have demonstrated little acknowledgement of the specific challenges experienced within hyper-dense communities, nor how to ensure this is mitigated. To meet BCS21 and remain in line with the Urban Living SPD's recommendations for Knowle, the scheme should be capped at 6 storeys, and 120 DPH."

- Concern about the impact on future residents of living at such a high density

—The revised NPPF if approved could include the requirement to meet local housing need could be outweighed if the proposed development is uncharacteristically dense for an area as this proposed development is.

Impact on Redcatch Park (Key Issue C)

- Concern that removing the physical border between Redcatch Park and the development, will have an adverse effect on the community spirit now generated in the park, the development will overshadow Redcatch Park and create a busy thoroughfare to the detriment of the current users.
- Redcatch Park is not a free garden for the development.
- The building overshadows a heavily used park.

Provision of affordable housing (Key Issue D)

- The amount of affordable housing to be provided is insufficient.
- The 7% affordable housing quote is 23% below the target for the area of Knowle.
- New development in the area should be maximising opportunities for low-income individuals and families to buy property, particularly with the on-going housing rental crisis Bristol is experiencing.
- If the reported percentage of affordable housing contained within the p/d is 7% this will shame Bristol and its citizens.
- The proposed tenures and unit sizes are unlikely to improve affordability for residents. Of the 817+ proposed units, 42.5% will be Build-to-Rent units, which will be rented at rates above market prices and will not contribute to solving the housing crisis. The developer's ambition to sell/rent these units at prices 15%

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higher than Knowle's current market prices will only exacerbate the housing crisis and inflate local rent and house prices.

Parking (Key Issue E)

- Concern about the lack of parking proposed.
- Concern that an RPZ is not an answer to a car parking problem that a development this size will attract, irrespective of how much the encouragement of leaving vehicles at home and using public transport to promote 'cleaner air'.
- "It is unreasonable to assume retirees and the disabled do not drive or have access to motor vehicles. These people will struggle with limited car parking and effectively become more isolated in their homes."
- "It is clear that the plans themselves do not make adequate provision for the proposed residents. There are woefully inadequate parking spaces meaning that residents and users will be forced to park in nearby streets which are already at capacity. As a local resident owning one car for a household of 5 we are very rarely able to park within 10 metres of our house and frequently have to park on a different road entirely.
"If the Redcatch Quarter development goes ahead, I think our road, Withleigh Road, should be given a Residents Parking Zone, as there will be more people parking on the local streets due to the insufficient number of parking spaces proposed for the development."

Transport (Key Issue E)

- Public transport in this area is incapable of servicing this development.
- The proposals will increase of traffic in the area. During rush hour the Wells Road is severely congested and can take 30 mins to get from outside Broadwalk shops to the train station.

Sustainability (See comments of BCC Sustainable Cities Team at paragraph 8.38)

- Question whether any account has been taken of the solar PV generation in the area to the East of the development. There are quite a few installations, residential and business (e.g. Priory Surgery) where the generation capacity will be adversely affected by shade from the development.
- "Structures above 6 storeys have been proven to be less sustainable, The density is 300% over BCC's own recommended DPH and we are no way near the 30% affordable threshold laid out in BCC's own policy."

Pollution

- Concern about intrusive noise arising from the development.
- The opening up of Ryde Road and the suggested positioning of the commercial units will increase the noise pollution, air conditioning and heating noise pollution, disturbances from people entering and exiting the new development.

Other comments

- Would support a smaller scale development.

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- Cannot understand why an EIA was not required.
- Concern expressed about the loss of jobs and several years of disruption.
- Application proposals represent “corporate greed”.
- “The development should be working for community cohesion, not profit at any cost.
- Temporary accommodation for the library and dentists.
- Poor consultation by the Applicant.
- Local residents will be disrupted during construction.
- Concern about the impact on bats of demolition of the library.
- “The proposed property contributes to the gentrification cycle in Bristol which is causing a donut effect on the city, pushing local residents and those on low incomes even further out of the centre.”
- “Tower blocks built post WW2 taught us a great deal, although they solved a short term problem in housing people they also brought to light terrible social ills. Poverty, deprivation, squalor and a breakdown of community which lead directly to the creation of an underclass and all that comes with it. Crime, drug abuse, prostitution, gangs and a multitude of other undesirable traits. When I see plans to put close to a thousand flats in an already deprived area I question whether we learnt anything?”
- “Please ban woodburning fuels in these new properties as the air quality due to the current usage is appalling in this area.”

8.3 At the time of the preparation of the report, 13 representations have been received in support of the application:

- Strongly support. The sooner this is built the better.
- The proposals offer a sensible redevelopment of an under-used and run-down shopping centre.
- “The height of the buildings is reasonable for an inner city location and will not do undue harm to the area, considering the benefits of providing housing on the site.”
- Something needs to be done, the current buildings are an “eyesore”.
- Support the replacement of the outdated and failing shopping centre with this major investment for Knowle.
- This redevelopment is essential to the life of the community. It is the centre and social hub of Knowle. Without this investment the centre will inevitably close with the possibility that another developer will build as many flats but demolish the retail area and we will be left without a modern shopping area and destination for local residents. This developer has recognised the potential of Knowle as a vibrant strong community that deserves a Redcatch Quarter.
- We deserve a modern shopping area and we are so short of housing in Bristol, we need more housing.
- “The high density of this development, on previously developed, brownfield land whose current buildings are of little architectural or aesthetic value, can help to provide for ever-increasing housing demand without sacrificing green space or more valuable low density architecture in the city. Encouraging high density development makes the provision of public transport and other public services

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more efficient and/ or viable as the area they have to cover per quantity of residents is reduced.”

- The shopping centre does require redevelopment and it is accepted that the high density of the proposed scheme is required to make any redevelopment viable.
- “I’m excited for a rejuvenated community space and better quality units for the shops.”
- “... it is essential this outline planning application is approved for the future of Knowle. Without this we are in danger of losing a £150m investment by developers who can see the potential of Knowle, and the present shopping centre will close and we will be left with a derelict site. Any other developers appear to be interested only in building flats without any retail or community units and the whole area will decline and have very few essential services. A development like the proposed Redcatch Quarter will create a destination for local residents and neighbouring communities - Hengrove, Filwood and Totterdown.

“Block G has the same narrow pavement along the busy Wells Road as now but is to be 9 storeys high rather than the 2 of now - this will feel oppressive and restrict light along this part of the important Wells Road. Compare this with Block F which is only 1 storey higher but has much more generous space for pedestrians. Block G should either be moved back to give a wider pavement or the higher storeys stepped back.”

- Improved shops and access to Redcatch Park will greatly improve the area.
- “It is inherently better land use to have more density in development, it will lead to a more vibrant community and provide much needed support to encourage local investment. If we keep shunting new developments to an ever expanding suburb, the marginal environmental impact of each new housing unit expands significantly”
- “Without approval the continued decline of this amenity will impact all lives that it supports.
- The decline continues to build lesser job security of those who work in the centre and shops surrounding it. Supporting this development will increase job security and more opportunities than current retailers, and additional support workers for later living initiatives.
- It will create an eyesore that is worse than any development that is currently being explored if the area does. It get regeneration. The centre is already out dated and fails to meet the needs of its community.
The decline in area will create more antisocial behaviour if there is no development rather than increase it and impact on all housing in the area as it becomes a no go area.”
- “A lot of people are objecting the to the impact an extra 2000 residents will have, personally I am happy with this as it means new local businesses will be more likely to set up in the area and be financially successful. All of these factors will raise the appearance of the area from very run down to thriving.”

Representations from Members and other political groups

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8.4 Councillors Chris Davis and Gary Hopkins make the following comments:

The first thing to say about this application is that it is vital that we get development of our town centre that meets the modern needs of our community and the city as a whole.

There is little disagreement that there needs to be redevelopment but the seriousness should be understood by planners and those on the planning committee making the final decision.

We had for some years done our best to promote the centre despite its failings as it was vital for all our local traders including those in the "outside" near area. It used to be good for providing bargain shops but has for many years not attracted many local people as it has not provided the range of shops that they would find attractive. The sustainability tipping point passed a few years back.

Crucially a mainstream supermarket has been impossible to attract. Wilkinson abandoned in recent years as have others and we haveempty shops,charity shops and of the others many are held only because of unexpired leases. We understand that approaches from mainstream supermarkets have already been made.

The centre is 50 years old, in poor shape and very expensive to maintain. The car park as an example is on safety watch and will cost many millions.

When planning permission was granted unanimously by this council for the scheme applied for in 2018 the centre was in the hands of administrators and is still losing money every month.

The unanimous granting of planning permission that included flats built up to a 12 storey level , gave the centre a value for development and was then bought by the present owners on that basis.

The individual shops ,as well as carrying heavy service charges are uneconomic as they are too large and deep for most businesses.

The existing building is not attractive and presents a very ugly brick wall and multi storey car park to our wonderful Redcatch park. We look forward to an improved aspect even if it is a little higher. An open aspect with a cafe or 2 will be welcome.

The existing permission granted effectively to the same lead developer did not proceed due to Covid and the effects of Covid on the retail sector would now make that scheme unviable.

The new application is actually a better scheme and more attention has been given to the environmental outcomes which will be very positive.

The developers have been open with us and as well as our meetings invited us to all the local engagements that they were able to that were not off limits politically. We

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have been able to make progress on a number of issues within a realistic viability boundary.

The Need for Flats

In Knowle we have great family housing which in recent years has rocketed in price even more than the Bristol average. Private sector downsizing will work well and we know that an attractive offer to older council tenants will free up council family homes. There is a huge demand for flats to downsize to that are local and of good standard. We have very few small starter flats and we are not anxious to leave the community open to a spread of HMOs. We realise the wider city need but we also need the right mix of flats locally. We are not keen for families to be housed here and the marketing plan makes that unlikely.

The Size of the Flats

We recognise that this is an outline application but wish to make the point that we have already had discussions with the developers who have indicated that market forces will take them in the direction that we wish, particularly for the older living section, towards larger room sizes. So to put another way for some of the development we want a smaller number of flats that would have larger room sizes and feel this will not affect viability. The older living quality flats can effectively subsidise the other smaller first timer flats.

The Number of Flats

There is clearly a citywide need for numbers of new homes and in the local context we are very aware of the need to get a solid viable scheme particularly with rocketing construction costs and an impending economic downturn. Our planning obligation manager has made plain the risk involved in this type of development and just clearing the site is massively expensive. Existing and new businesses will benefit from customers on the spot and create a virtuous circle.

The Height of the Development

Let us first recognise that the present application is no higher than the existing permission and in fact seems to be a slightly smaller mass. If we limit the scale of the development further there would inevitably be a pressure on greenfield sites elsewhere. I am sure that many would prefer to cut the height in half but most of those if they realise that that would result in no development and a derelict shopping centre would think again. There is a small minority that do not care. The key thing here is that the new residents will be living within walking distance of most of their needs.

Transport

The existing Broadwalk area is unusual in that such a high % walk or cycle to it or get the bus. That percentage will improve further with the new residents. Despite the current public transport difficulties Redcatch is well situated as a bus hub. Car ownership will be severely restricted for new residents with reliance on walking cycling and public transport augmented by a comprehensive car club facility. Officers are currently seeking to design new cycle routes to avoid Wells Road and the huge number of cycle spaces on site mean that the site will be a key point of call.

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As has already been said child numbers will be low but that has not stopped some saying that our schools will be swamped . In fact our nearest school ,which is good, is short of intake and the census figures for Bristol show numbers in 0-5 age group not increasing. Across Bristol secondary places are squeezed but a brand new school is being built less than a mile away.

We have a large and expanded GP surgery across the Wells Rd and of course they will be welcome to use the new community facilities. The pressure though is not room space but numbers of doctors. Getting in new young staff is important and the development can make the difference by providing free or subsidised accommodation for them which is such a factor in Bristol. This is not possible to tie in as a 106 condition but the developers have indicated a willingness to meet our request on this.

We have banks and many service and commercial facilities which are at present let down by the increasingly empty mall. We need the new injection.

Parking

As has already been said parking for new residents will be severely limited and a 106 will pay for protection for the surrounding streets which in any case are under pressure from park and ride users. We will need at least part of the parking scheme to come in as soon as demolition starts as existing park and riders using the free car park will spill out and workers could f a nuisance.

Section 106 Requests

We feel that Redcatch park will benefit overall but we have pushed for and got agreement for park enhancement near the boundary . The friends are negotiating details.

We know that there will be some cheaper flats in any event that we do not have but in terms of affordable housing the developers are limited by the costs of the site. They have indicated a willingness to cooperate with a future review given the volatility of markets and costs.

Sustainability

The present situation is a disaster and we need improvement. The flats will of course be low energy use and there are other features in the scheme like green roofs and pocket parks are welcomed. We have dealt with the transport issues already and this development will provide an example for Bristol. The new shops will be sustainable both financially and environmentally. One of the keys to reducing carbon emissions is a balanced community with lower travelling which this development will give us.

Other Features

Not only will the library be better situated but we will gain community facilities. We feel that the cinema/theatre that we have pushed will be very popular.

Phasing

Demolishing from the back on Redcatch Road will be the start. The car park will go early and most of the main mall should also go early. We do though strongly

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recommend that the front shell on Wells Rd with its important businesses should be left until some of the new blocks are built. This would allow for continuity of service to the community and also make it easier for some businesses. We are extremely confident about the final outcome but we do not want a time gap between demolition and some re-provision. This would clearly increase the construction costs but some of this can be offset by increased rent retention and possible reduction in compensation.

Councillor Jonathan Hucker

8.5 Councillor Jonathan Hucker makes the following comments:

I support the redevelopment of Broadwalk Shopping Centre but I have serious reservations about the plans submitted. My main concerns are:

- Height of residential units – 12 stories is out of keeping with the area.
- Density of Residential Units – at over 800 residential units it is too highly concentrated. Density of 428 DPH significantly exceeds the hyperdensity threshold.
- Loss of retail and leisure facilities - the proposed scheme will see this reduced by 57% to 8.8k square metres.
- Lack of affordable housing – only 7% of the new development is affordable housing.
- Lack of parking for leisure, retail and in particular residents – 210 car parking spaces for over 800 residential is obviously completely inadequate.

I therefore object to the application.

Councillor Graham Morris

8.6 Councillor Graham Morris makes the following comments:

This development is a numbers led approach to deliver the highest number of dwellings possible. I do not believe this is what Knowle needs.

I appreciate the developers have a difficult job regarding the redevelopment of Broadwalk, something which most residents would like to see. However the devil is in the detail and most residents, myself included, are concerned about many issues.

My personal concerns include:

- there are just too many properties here. The delivery of circa 2,000 additional will change Knowle forever.
- the new people and properties lead to a hyperdensity situation. One which is greater than the council's own guidelines.
- the imposition of a property at 12 storeys high is a huge increase on what is already there. It will be around double the height of the current highest point in the development.
- Affordable Housing. We need a better mix of property types - not just 1b1p properties.
- The implementation of a RPZ will mean existing residents will have to pay to park in their own area. Those who use Knowle as a Park and Ride will now park further afield - clogging up the surrounding areas of Stockwood Ward and Hengrove and Whitchurch Park Wards.

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I am concerned about the loss of a local supermarket and the fact the cost of food will be more expensive in the area. If not people will be forced to drive to do their shopping - reducing the facilities locally.

I am also concerned by allowing a development at 12 storeys high this will set a precedent across south Bristol. 12 storeys is too high for such a residential setting and will greatly detract from what Knowle has to offer.

Councillor Lisa Stone

8.7 Councillor Lisa Stone makes the following comments:

The Broad walk shopping centre needs to be redeveloped and we need to have more housing, however, I would have to object to this planning application on technical reason as stated below:

1) The density of the building does not comply with Bristol's Urban SPD, it has a site area of 2.2 hectares, pg. 19 design access statement part 1, with 817 units being built, this gives 428 dwellings per hectare, making this a hyper dense space, with such density there comes responsibility to the occupiers:

- a. Does the scheme provide practical, attractive and easily accessible communal amenity space that meets the needs of its target resident profile?
- b. Does the scheme provide sufficient private outdoor space?
- c. Does the scheme create attractive, well designed and well maintained private outdoor spaces?
- d. Does the scheme creatively integrate children's play?

It does not provide the space required by the Bristol SPD, which state that 5sqm is required per 1 / 2 bedroom property, this would mean that approximately 4491sqm of outdoor space is required with an additional 852 sqm for children's play space, looking at the illustrative level 1 plan I can only account for 330 sqm of private outdoor space so I think their check list on pg. 156 of design access part 5 is misleading. To fulfil their obligations, they will need to heavily rely on Redcatch Park which the developers are providing some landscaping into the park, I would expect they will have to make a financial contribution for the privilege. These are all material considerations for objecting.

2) Living in poor quality accommodation at higher densities can make us sad and affect our physical health. For example, intense urban environments can exacerbate mental illness and represent threatening environments to vulnerable users, or negatively affect our physical health through exposure to air and noise pollution. The physical constraints of living in densely developed environments can also be felt in the home. Access to daylight and sunlight is often restricted, privacy from neighbours and external activity can be reduced and access to open space can be limited.

a. Does the scheme maximise opportunities for daylight and sunlight of internal spaces, avoiding single aspect homes? There has not been a proper daylight survey completed without this necessary report I cannot approve this application and a lot of the accommodation is single aspect, this is a material consideration to object.

b. What about wind tunnels and noise, especially with open window ventilation, which is being considered for most of the design.

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3) Part M of the building regulations states 90 per cent of new build housing meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings' with the remaining 10 per cent meeting Building Regulation M4(3) 'wheelchair user dwellings'. Block A on Redcatch Road is proposed as a 'later living' facility. The development will accommodate some (not sure how many) units specifically for the over sixties. This accommodation will be provided with internal and external communal areas and a range of apartment types that are specific to the needs of older people. Apartments will be designed to Lifetime Homes standards. These standards allow less mobile people to operate with more ease. The 16 standards within the Lifetime Homes guidance include easy access to apartments, wider doorway widths, provision of handrails, improved lighting, wider parking bays, lifts, wheelchair access, larger bathroom sizes, window handle heights standards and specific service control locations. These units should total 10 % of the development suggested in Part M4 of the building regulations. This is best practice and Bristol should comply with best practise. The other 90 % should comply with Part M of the building regulations. This is a material consideration to object. In the planning obligation documents I have noticed disability rights have been ignored, Bristol needs to do better.

4) Social Housing: There is only 7% affordable housing provided, BCC policy is 30%, this is a material consideration, to object.

5) Energy statement: BCC Energy Services and Officers have advised that the district heating network is unlikely to have reached the site area in time for this development. Taking this into consideration, the following proposals are being considered as permanent solutions for the development:

a. Air Source Heat Pump (ASHP) - proposal - preferred option. This option is the preferred choice however, these units take up a lot of space inside the accommodation, they will affect the visual elevation of the blocks, until we see the detail, I cannot support this application.

There are plans for a blue roof, the design intent is for attenuation purposes rather than to capture and use in toilet flushing for example. Therefore, not recycling water at all.

6) Cycling infrastructure is not enough: The workplace travel plan May 2022 reports that there will be a total of 1280 cycle parking spaces provided for the proposals. This number has been calculated in accordance with BCC's minimum standards on the following basis:

-1110 spaces for residents and a further 85 spaces for visitors

-52 customer spaces for the retail and leisure uses, with a further 33 spaces for staff.

However, the plan suggest that the bike will be hung to achieve the amount by using less space:

This will not comply with the lifetime homes standards; people must be able to access their bikes at all ages. This is a material consideration to object.

To take advantage of our walking cycling city there needs to be more bikes and car clubs with less car parking.

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There are not many good points to this plan, the use of modular build to reduce carbon and creating a block and street design that may feel like a high-street are a couple a good points. However, the apartments are small, they just about comply to the internal space standards, there is not enough private external space for children's play, the design does not provide sufficient light levels, social housing and disability access. Bristol does not need uncompassionate developers.

Knowle Labour Party

8.8 Knowle Labour Party comment:

We object to the current proposals, but we support in principle the redevelopment of the Shopping Centre.

We would ask for:

- A reduction in height to 6 storeys for all proposed blocks of flats above this height
- The application of the City Council's policy on density.
- The provision of adequate Town Centre facilities for all socio - economic groups, as we have at present.
- An increase in the provision of affordable housing, in line with the city council's policy.
- Better parking provision for new residents, shop workers, and existing residents.

Representations from Key Interested Parties**Knowle Neighbourhood Planning Group (KNPG)**

8.9 Knowle Neighbourhood Planning Group (KNPG) OBJECTS to the Outline Planning Application Ref No 22/03924/p (called Recatch Quarter).

8.10 KNPG's objection can be summarised as follows:

1. Knowle is one of two designated 'Town Centres' in South Bristol, and it's "vitality and viability" is being undermined.
2. Residential density in Redcatch Quarter is too high - too many people in this small a space is called 'hyperdensity'
3. 10 and 12 storey tower blocks mean a significant loss of light, privacy and shadows cast in the nearby area.
4. The 12,10 and 8 storey blocks fail to provide the 'high quality environment' for residents that 'safeguards the amenity' that Bristol's policy guidance calls for (Core Strategy BCS21).

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5. KNPG supports the provision of housing on the Broadwalk site and flats in blocks. However, these should be 6 storeys and under to ensure a thriving community.
6. Only 7% of the new development is affordable. Bristol City Council's own Affordable Housing policy calls for 30%
7. There are insufficient parking spaces for residents and visitors. The 0.25 car parking spaces/dwelling cannot be reconciled with the 'City Council Parking Standard' or local and national practice (0.7-1.1 ratios)
8. The Redcatch Quarter Transport Plan relies on yet to be agreed improvements to public transport and bus services
9. Local Health and Care facilities are already at breaking point. More pressure will put the health and wellbeing of people in Knowle at further risk.
10. Redcatch Quarter does not contribute positively to the city and local sky line.
11. Outside space for the 85 children forecasted to live at Redcatch Quarter appears insufficient to Council guidance.
12. Open and Green Spaces are compromised by Redcatch Quarter
13. Closure, demolition and rebuild of the site will take up to 6 years with shops closing in the interim - impacting all who use them and in particular non-drivers in Knowle and nearby areas that use bus routes to Broadwalk (e.g. Stockwood).
14. The 2018 permission should not set a precedent for this scheme in KNPGs view. It is misleading to reference it.

Friends of Redcatch Park (FORP)

8.11 FORP makes the following comments:

FORP accept that this is an Outline Planning application and subject to an extant approval in terms of height and massing, although we note this was for significantly less residential units.

Our comments are made purely from the perspective of the park and Redcatch Community Garden and its users. We are not commenting on the broader aspects of the proposed development as we are confident that Knowle Neighbourhood Planning Group (KNPG) have the requisite experience for all other comments.

We are broadly in support of the outline planning application in principle, subject to the following provisions for further detailed review, consideration and consultation.

1. Concern that the proposals would result in the loss of trees in the park.

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2. Concern about the impact of tall buildings on the park.
3. Concern that a buffer zone is retained between the park and buildings on the site, so that the buildings are not too overpowering.
4. Concern about the building process itself and how it will impact on the park.
5. Concern about how the boundary between and the site will look and function.
6. Concern about the impact of 2000 plus people using the park.
7. Concern that green maintenance should not all be the responsibility of the Parks Department
8. Request for more refuse bins are added to the park.
9. Concern about the impact on the Redcatch Community Garden (RCG)
10. Improvements to the Park's toilet is requested.
11. The Park's Pavillion needs refurbishment
12. An increase in anti-social behaviour is a real concern for the future of the park.
13. Concern that the existing children's play equipment in the park will absorb the additional people in the park.
14. Concern about the security of the park. The park should be lit and a CCTV plan developed.
15. Concern that a RPZ will result in the loss of parking for the park.

Bristol Civic Society

8.12 Bristol Civic Society make the following comments:

The Society supports the principle of the redevelopment of the Broadwalk Shopping Centre. This is a large and outdated development comprising extensive retail, parking and servicing areas, all of which are no longer appropriate for modern use. A comprehensive scheme for the whole of the site is preferred to the previous proposals for partial redevelopment.

However, we cannot support the current planning application and register our strong OBJECTION to this proposal.

We are aware of, and largely support, the views of the Knowle Neighbourhood Planning Group. We share their concerns about the approach adopted to community consultation and, as is shown below, about the current plans for the site.

Our key objections to the current proposals concern the building heights and overall density of the development due to the greatly increased amount of housing in the current application. It is totally inappropriate in the context of the largely two storey residential area surrounding the development.

There will be overlooking and overshadowing to adjacent existing properties. A particular concern - which is just about visible on the sketches - is that the western high tower with its central well will contain flats that are definitely overlooked and/or overshadowed and the existing Victorian Ryde Street is very likely to suffer the same problem.

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We also consider that the proposed development will have a very negative impact on the immediately adjacent Redcatch Park whose facilities will be overwhelmed by the large number of new local residents.

The proposed pedestrian route from Wells Road to Redcatch Park through the middle of the site is potentially positive, but we remain uncertain with respect to the adequacy of the proposed retail provision. Is there scope for a supermarket as suggested by KNPG?

Clearly more detail is needed about the impact of additional parking pressures in the neighbourhood, as residents of the new development who need a car for work purposes will have no choice but to park on local streets.

This is a very large development located in a residential neighbourhood of largely two storey homes. The potential negative impact on existing residents is immense. We request that members of the City Council Planning Committee make a site visit to the Broadwalk Centre prior to making any decision.

Iceland Supermarket

- 8.13 Iceland Supermarket have objected to the application, which in summary is: The application as proposed is contrary to the Development Plan for Bristol and National Policy in the form of NPPF. The proposal will result in a significant reduction in the floorspace in a designated Town Centre which will have a significant impact on the vitality and viability of Wells Road Town Centre and its position within the Retail Hierarchy in Bristol contrary to NPPF and policy DM8.

The scale of development represents an over development of the site with an excessive density of residential use on the site which far exceeds the identified optimum level for this area of Bristol. The size and scale of the proposal is out of keeping with surroundings and is wholly inappropriate in the context of surrounding development and buildings immediately adjoining the site. The proposed development is contrary to policies BCS20 and DM27 of the Development Plan as well as the Urban Living SPD.

The proposal will have a significant detrimental impact on neighbouring residents by way of overshadowing, overbearing and loss of outlook which would result from multistorey buildings in close proximity to much smaller scale residential uses which permeate the area. The proposal will result in some existing private amenity spaces being in constant shadow for parts of the year. The proposal is contrary to Development Plan Policy DM29 and the NPPF.

The submitted viability assessment is not based on the extent of development proposed as part of this application but a reduced number of dwellings. My client reserves the right to make further comment on this as appropriate once any Council assessment on this matter is published.

The proposed development incorporates insufficient car parking to meet the requirements of the development and is not sufficiently accessible to justify the

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reduced level of car parking proposed. The proposal is contrary to policy DM23 of the Development Plan.

Response from External consultees**Avon and Somerset Police**

- 8.14 Avon and Somerset Police recommend that a number of anti-crime and anti-terrorism measures for the detailed design.

Avon Fire and Rescue

- 8.15 Avon Fire and Rescue request the installation and maintenance for five years for one fire hydrant.

Health and Safety Executive (HSE)

- 8.16 The HSE comment that should the LPA be minded to grant permission for this application, we strongly recommend the following:
- The planning permission is subject to a suitable condition requiring the submission of a suitable fire statement with any reserved matters application, and
 - That HSE (Planning Gateway One) is consulted in conjunction with the Local Planning Authority's consideration of any reserved matters application.

Wessex Water

- 8.17 Wessex Water make the following comments:

Wessex Water is satisfied with a surface water connection to the local public surface water sewer network from the entire site at a rate not exceeding 33.8 l/s. Details to be agreed through formal application to Wessex Water if planning approval is gained.

We have some concerns regarding the continued build over of the existing 225mm / 300mm / 375mm public surface water and foul sewers crossing the site beneath and close to the existing structure. At the very least these sewers will require a CCTV survey and possible remedial works and buildover / near agreement before the demolition of the existing building and construction of the proposal (should the planning application be successful). There could be a chance that the sewers will require diversion into the proposed new drainage with possible upsizing. Especially where predicted foul flows exceed existing arrangements.

We are confident however that these matters can be agreed post planning and request a suitably wording planning condition so sewer protection matters are not overlooked.

The Coal Authority

- 8.18 The Coal Authority make the following comments:

The application site does not fall within the defined Development High Risk Area and is located instead within the defined Development Low Risk Area. This means that there is no requirement under the risk-based approach that has been agreed with the

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LPA for a Coal Mining Risk Assessment to be submitted or for The Coal Authority to be consulted.

The Theatres Trust

8.19 The Theatres Trust make the following comment:

“We welcome the principle of a theatre at this location which could further add to the availability and diversity of theatre provision across the city. As plans progress we would strongly encourage for the applicant to engage with the Trust and to identify an end user so that the space can be appropriately designed to meet their needs.”

Response from internal consultees**BCC Transport Development Management**

8.20 TDM support the application because:

- The proposed development is consistent with national and local transport policy.
- The location of the site is accessible to pedestrians, cyclists, and public transport users.
- Site permeability to pedestrians also integrates the site with the surrounding pedestrian routes.
- Access to services, education and employment areas are within walking and cycling distance of the site, which is in line with local and national policies
- Satisfactory vehicular access can be achieved. The details of which will be subject to S278 agreement.
- The internal site layout is able cater for all road users including service vehicles as shown by swept path analysis.
- The level of car parking proposed is suitable for the location of the site given that local facilities are accessible by foot, cycle, and public transport, and that on-street parking is controlled by a residents parking zone for which new residents would not be able to purchase permits.
- The sustainable travel measures proposed including secure cycle parking car club car, and the implementation of a Travel Plan at the site further would encourage the use of alternative modes of transport to the private car, reducing car parking demand.
- Comparing average traffic generation, the proposed traffic generation of the development would be in line with the previous approval.
- There are no specific road safety concern on the local road network and there is no reason to suggest that that proposal would affect this situation.
- There is no requirement for S38 (adoption) for this site.

The obligations and conditions

8.21 The obligations requested are considered required and meet the CIL Regulations 122 test, in that it would be:

- i. Necessary to make the development acceptable in planning terms;
- ii. Directly related to the development; and
- iii. Fairly and reasonably related in scale and kind to the development

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8.21 The following obligations are sought:

- The extent and scope of the S278 (which must be signed prior to commencement)
- Contributions of £220 per residential unit for travel plan delivery and management or £5,693 where applicant will do their own delivery. Notwithstanding additional s106 (£5,693) for each of the Classes E, F and Sui Generis uses. The exact floorspace of these individually is unknown.
- Contribution to the relocation of up to 8 bus stops would be estimated at £100,000.
- Contribution for restrictive parking measures (design, consultation and lines and signs) £150,000
- Contribution to Traffic Regulation order for RPZ £6,000.

Transport Conditions

8.22 Relevant conditions are incorporated into the recommendation set out below.

BCC Ecology

8.23 The Council's Nature Conservation Officer comments that the site is located in an urban area and is not within or directly adjacent to any designated wildlife sites. The site is not within the West of England Nature Partnership (WENP) Nature Recovery Network.

8.24 The Ecological Impact Assessment (EclA) (Engain, 2022) appropriately describes the ecological features of the site and mitigation required. The Biodiversity Net Gain Assessment (BNG) (Engain, 2022) calculates a 1299.86% gain in habitat units and a 100% gain in hedgerow units. Any future reserved matters application must include an updated EclA and BNG assessment using the BNG metric 4.0. A 30-year Landscape and Ecological Management Plan (LEMP) should be included but can be conditioned.

8.25 An updated landscaping plan with finalised proposals (which will be incorporated in to the Biodiversity Net Gain (BNG) assessment) should be submitted in any future reserved matters application. Provision of species schedules is advised.

Bats

8.26 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.

8.27 The bat emergence/return surveys (Engain, July 2022) are valid for 18 months only. If the demolition 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, prior to commencement.

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- 8.28 Should the survey result in the need for mitigation measures, then these must be approved in writing by the Local Planning Authority and implemented in full prior to the commencement of development.

Ecological Mitigation and Enhancement Strategy

- 8.29 A relevant condition is recommended requiring that prior to the commencement of the development, the applicant should submit an Ecological Mitigation & Enhancement Strategy (EMES) to include details of the provision of bird, bat, insect and hedgehog boxes.

Green Roofs/Walls

- 8.30 A relevant condition is recommended requiring that prior to the commencement of the development, the applicant shall submit a Method Statement prepared by a suitably qualified ecological consultant or landscape architect to secure the provision of living roofs and/or walls. This shall include management details e.g watering/care schedule, species/seed mix avoiding the sole use of sedum, provision of features for invertebrates, and details of the provision of new plants should the originals fail.

Landscape and Ecological Management Plan

- 8.31 A relevant condition to secure a Landscape and Ecological Management Plan pursuant to each reserved matters is recommended.
- 8.32 A relevant condition to secure the provision of a soft landscape plan is recommended.

Further walk over surveys

- 8.33 Given the length of time the scheme will take to build out the development, where 18 months lapses between submissions, an update walkover survey of the site shall be undertaken by a suitably qualified ecologist and an update of the Ecological Impact Assessment (EclA) will be submitted with each reserved matters submission to the Local Planning Authority for written approval.

Biodiversity Net Gain

- 8.34 A condition requiring a revised Biodiversity Net Gain Assessment (BNGA) based on the finalised proposals, prepared by a suitably qualified ecological consultant and using metric 4.0 must be submitted with each Reserved Matters submission to demonstrate that net gains in biodiversity will be achieved.

BCC Drainage Officer

- 8.35 The Council's Drainage Officer comments that the overall approach to the drainage strategy is acceptable. The SuDS features proposed will provide wider sustainability benefits. A reduction in existing site run off will also make an improvement to local drainage issues. There is just a concern with the diameter size of some of the orifice outflow controls proposed. A minimum of 75mm diameter is recommended unless it

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can be shown there are other means within the system to help avoid blockages and the associated flooding problems this can cause.

BCC Contaminated Land Officer

- 8.36 The Council's Contaminated Land Officer comments that in principle there is no objection to the proposed scheme with respect to contaminated land, however further information is required before determination so that appropriate and enforceable conditions can be compiled and recommended.
- 8.37 A detailed method statement for the petrol station decommissioning is required and can be secured by condition.

BCC Sustainable Cities Team

- 8.38 The Council's Sustainable Cities Officer comments that although only at outline stage, the proposals appear well considered in terms of sustainability and I am pleased to see the UN Sustainable Development Goals have been integrated into early designs and planning.
- 8.39 More detail on sustainability and energy will be required at detailed design stage.

Policy BCS13 – Climate Change

- 8.40 A range of green infrastructure is proposed including green roofs and walls. Support for biodiversity and restoration of the water ecosystem are to be integrated into the design of sustainable drainage systems. Climate resilience is to be a key consideration in landscape proposals. All of which is welcome and supported.
- 8.41 Overheating considerations appear to be integrated into design considerations with appropriate glazing ratios and solar shading considered.
- 8.42 Some information is provided on the overheating assessment that is to be undertaken. The use of TM59 methodology meets the requirements of BCS13 – however please note that we require assessment using the 2020, 2050 and 2080 weather files to show that the development will be resilient to future temperatures, as well as compliant with current requirements.

Core Strategy Policy BCS14 – Sustainable Energy

- 8.43 The outline proposals include good practice energy efficiency measures, a heat pump-led heating and hot water system, and additional solar PV.
- 8.44 The proposals meet the requirements of the BCS14 heat hierarchy and are expected to meet the 20% carbon emissions reduction from renewables requirement.

Core Strategy Policy BCS15 – Sustainable design and construction

- 8.45 An initial waste management strategy, flood risk assessment, and ecology assessment have all been provided. In addition, some outline proposals are included in relation to water efficiency and use of sustainable materials.
- 8.46 In line with policy BREEAM Excellent will be targeted for the non-domestic parts. The BREEAM pre-assessment has been provided which shows this can be achieved.

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8.47 An initial BREEAM Communities assessment has been undertaken which shows that mandatory and sustainability-focussed credit areas have been factored into high-level planning at the early design stages.

8.48 Recommended Conditions in relation to sustainability form part of the recommendation.

BCC Building Bristol

8.49 Building Bristol is satisfied with the content of the Employment and Skills statement supplied by the applicant. The applicant has acknowledged the requirement for a full ESP in line with the CITB benchmarks and this is to be agreed by Building Bristol prior to commencement of any works.

8.50 Please ensure the following condition is included within the Planning Decision (if granted) and that the £2000 Levy Fee is collected.

8.51 A relevant condition forms part of the recommendation.

9.0 KEY ISSUES

9.1 Whilst the consultation responses are noted, the following issues are key to the determination of this outline application:

- Is the proposed development acceptable in principle?
- What would be the economic benefit of the development?
- Would the application site be able to accommodate 850 homes?
- Does the proposal make sufficient provision of affordable housing?
- Is the access to the development acceptable?
- Can local amenities absorb the development?
- What would the impact of the development be on the ecology of the area?

(A) IS THE PROPOSED DEVELOPMENT ACCEPTABLE IN PRINCIPLE?

9.2 Paragraph 120 of the National Planning Policy Framework (NPPF) advises that substantial weight should be given “to the value of using suitable brownfield land within settlements for homes and other identified needs” and that planning decisions should promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing.

9.3 Paragraph 123 of the NPPF states that local planning authorities should also take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs. They should support proposals to use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or sites or the vitality and viability of town centres,”

9.4 Policy BCS1 sets out that the Core Strategy identifies South Bristol as a priority focus for development and comprehensive regeneration. This includes:

“- Around 60,000m² of net additional office floorspace focused on centres and

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the major regeneration areas.

- Up to 10 hectares of new industrial and warehousing land focused on the major regeneration areas.

-The provision of around 8,000 new homes of a mix of type, size and tenure.”

- 9.5 Policy BCS1 is clear that development in South Bristol will primarily occur on previously developed land.
- 9.6 Policy BCS5 sets out that the Core Strategy aims to deliver new homes within Bristol's existing built-up areas. Between 2006 and 2026, 30,600 new homes will be provided in Bristol.
- 9.7 Policy BCS7 states that retail development and higher density forms of residential development should be provided within local centres. Mixed-use development will be supported where it takes advantage of underused land and uses that 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.
- 9.8 Policy BCS18 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.
- 9.9 Policy BCS20 states that development should maximise opportunities to re-use previously developed land.

Retail and Leisure Uses

- 9.10 The current shopping centre was built in the early seventies and is in need of significant refurbishment.
- 9.11 At the time of the preparation of this report, the shopping centre has a significant number of vacant retail units. At the current time, of the 49 existing commercial spaces 39 are dedicated retail units and 10 are [describe uses]. Of the 35 dedicated retail units, 29 are occupied, and of the 12 other commercial units 6 are occupied. It is also noted that the second-floor office space has been vacant for a significant length of time.
- 9.12 Policy BCS7 states that retail shop uses will be predominantly 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.
- 9.13 The application site is within the Wells Road / Broadwalk (Knowle) Town Centre designated within the Local Plan. The provision of Class E commercial, Class E/ F2 community floorspace, Class F1 library and sui-generis cinema / theatre floorspace is therefore acceptable in this location in principle and consistent with Policy BCS7.
- 9.14 The application proposal would deliver approximately 30 retail units. The indicative plans suggest that to accommodate this, the linear retail frontage will also increase from 460m within the existing shopping centre to 480m within the proposal.
- 9.15 The exact design of the units will be refined at reserved matters stage. However the applicants anticipate that the new units will be able to be further subdivided, subject to the tenant demand. They will be designed to allow tenants to respond to market requirements. The applicants' intention is to create a varied commercial offer that will

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assist in the creation of a 15 minute neighbourhood, where essential shops and services are located within a 15 minute walk or cycle.

- 9.16 The applicants have indicated that the proposed Class E floorspace will include suitable accommodation for the dentist, which will be re-provided within the scheme. However, there is no means by which this could be secured through this planning process.
- 9.17 The existing library will be accommodated with the proposed community centre. The application proposal includes provision for up to 320 square metres Class F1 library floorspace. Bristol City Council currently have a secure lease from the company that owns the Broadwalk Centre. The Council would need to negotiate suitable library/community provision in the proposed development in return for giving up their existing lease.
- 9.18 The application proposal will provide up to 870 square metres of sui generis floorspace to be used as a cinema / theatre. In addition, the inclusion of a cinema within the site will help to drive footfall and further support the proposed new retail uses.
- 9.19 The description of development includes reference to the provision of a cinema / theatre. Cinemas and theatres are both appropriate town centre uses and are consistent with Policies BCS7 and DM8.
- 9.20 When considering the loss of retail uses, it is pertinent to note that since the changes to the Town and Country Planning (Use Classes) Order 1987 (as amended) that were made in 2020, Class A1 retail use no longer exists and has been incorporated within a new Class E commercial, business and service use which encompasses former Class A1, a2, A3, B1 and D2 uses. This means that any existing Class retail floorspace could become a non-retail Class E use without the need for planning permission. None of the existing retail units in Broadwalk Shopping Centre are protected from this.
- 9.21 Given the provision of new community floorspace within the scheme, the application proposal complies with Policy DM5. As the application site is within the Wells Road / Broadwalk (Knowle) Town Centre designated within the Local Plan, the range of uses proposed is appropriate and consistent with core planning policies.

Residential Uses

- 9.21 The application proposal seeks outline planning permission for up to 850 residential units.
- 9.22 The location of housing in this location accords with the Core Strategy. The application site will make a significant and valuable contribution to the supply of housing (up to 850 homes) on a sustainably located site. This accords with policy BCS5 of the Core Strategy and is awarded significant weight in the planning balance.
- 9.23 The Council These indicators highlight the significant need for new housing developments in Bristol, a need which this application would help to address. The principle of the residential-led redevelopment of the site is considered to be acceptable. As the Council cannot demonstrate a five year supply of deliverable

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housing sites and has failed the recent Housing Delivery Test, paragraph 11(d) of the NPPF is engaged.

9.24 The NPPF requires each authority to demonstrate a five-year supply of deliverable housing sites plus five per cent land supply buffer. The Council cannot currently do so. The Council identified a housing land supply of 2.45 years for the purposes of a recent Appeal at Brislington Meadows and has failed its most recent Housing Delivery Test.

9.25 In view of the fact that the LPA is not able to demonstrate a five-year housing land supply, paragraph 11(d) of the NPPF is engaged, and the tilted balance applies meaning the presumption in favour of sustainable development as set out in paragraph 11(d) of the NPPF is applicable. This indicates that planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole:

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

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”.

9.26 In this case, the proposed residential development would contribute positively to the targets set for the delivery of new homes in South Bristol as set out within Policies BCS1 and BCS5. The proposed development would accord with Policy BCS7 by promoting mixed-use development within an accessible centre by taking advantage of underused land. The proposed re-use of brownfield land is supported by guidance in the NPPF and Policy BCS20.

9.27 Although dating back to 2007, it is noted that the principle of residential development on the site of the multi-storey car park was established with the issuing of planning consent as part of application 07/05426/F for 45 units. This added two and three-storeys of residential use to the existing area of car parking.

9.28 The principle of redevelopment of the library and petrol station fronting Redcatch Road has been established through the approval of application 06/05015/F for 38 apartments.

9.29 The principle of the redevelopment of the western part of the site within building heights of up to 12 storey has been established through the approval of application 18/05184/P for up to 420 apartments.

9.30 It is noted that the housing statistics for Knowle Ward indicate that the area is dominated by three bedroom houses (65%). The application proposal therefore has the potential to diversify the housing stock in this ward.

9.31 Whilst the exact accommodation schedule and housing mix is a reserved matter, the principle mix of 1 and 2 bedroom flats is considered to help to diversify the housing mix within the area, providing smaller units for first-time buyers and those wishing to downsize, in accordance with BCS1 and BCS5. Similarly, the potential for the provision of later living accommodation would also help to diversify the housing mix of the area.

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- 9.32 The proposed development will have a positive social and economic impact for Knowle and the city as a whole.
- 9.33 In support of their application, the Applicants have submitted an Economic Benefits Assessment. This states that the development will contribute to economic growth both during construction and over the lifetime of the development. The construction period will support jobs directly on site, as well as providing indirect support to additional jobs within the supply chain.
- 9.34 The scheme will provide direct economic benefits. The Economic Benefits Assessment indicates that the scheme will provide up to 510 permanent on-site jobs. The scheme will provide revenue from business rates, CIL, new homes bonus, up to 6.8m local resident spending per annum, and an estimated net additional maximum £15m GVA (per annum) for Bristol.
- 9.35 A Social Value Statement prepared by Social Value Portal has been submitted as part of the application. This estimates that over three years of construction and 10 years of management, the development could create up to £157.6m of social and local economic value around the site. This includes up to 500 weeks of training and apprenticeships, up to 1,104 hours of volunteering with local groups and 2,000 weeks of apprenticeship training.

(C) WOULD THE APPLICATION SITE BE ABLE TO ACCOMMODATE 850 HOMES?

- 9.36 Paragraph 120 of the NPPF states that planning decisions should promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing with land supply is constrained and available sites could be used more effectively.
- 9.37 Paragraph 125 of the NPPF states that “where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site”.
- 9.38 Section 12 of the NPPF sets out that “the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve.”
- 9.39 Policy BSC20 of the Core Strategy requires new development to maximise the re-use of previously developed land and supports higher densities in or close to other centres and along main public transport routes. Appropriate densities for individual sites will be informed by site characteristics, accessibility, the need to provide an appropriate mix of housing and other uses, and the need to achieve high-quality, well-designed environments.
- 9.40 Policy BCS21 of the Core Strategy aims to ensure that all new development in Bristol achieves high standards of design.

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- 9.41 Policies DM26-28 of the site allocations and development management policies require development to contribute to the character of an area through its layout, form, public realm and building design.
- 9.42 A parameter plan has been submitted by the applicants demonstrating that up to 850 residential units can be accommodated on the site. This includes an indicative idea of the height that buildings would have to be secure this level of development. This will be subject to refinement as the detailed design of individual buildings emerges and is refined as part of the process of approving reserved matters. It is noted the majority of the buildings on the site would not need to be as tall as the scale of buildings that were approved in 2021.
- 9.43 The parameter plan sets out that the proposed development would range from 68 metres to 104 metres AOD this equates to between three and 12 stories and would include the following elements:
- A ten storey block fronting the junction of Wells Road and Redcatch Road.
 - A 5/6 storey residential block fronting onto Redcatch Road.
 - Part three storey blocks fronting Redcatch Park with ten storeys set perpendicular to the Park.
- 9.44 It is noted that the proposed 12 storey elements sit within the height parameter for this part of the site that were approved under the extant consent, approved in 2021.
- 9.45 It is anticipated that any future reserved matters application(s) would be brought to Development Control Committee for determination.
- 9.46 It is considered that the application site is within a suitably sustainable location within the town centre. It is an appropriate location for densification. In accordance with the Urban Living SPD an assessment has been undertaken by the applicant to identify what works well for the site and what would need to be addressed as part of future reserved matters application(s). The large scale of existing buildings on the site and the size of the site overall, mean that it is a natural location for a development of this scale.
- 9.47 For the purposes of calculating residential density in accordance with the Urban Living SPD, site area is 2.344ha. For a scheme of up to 850 homes, this results in a density of 416 dwellings per hectare (dph).
- 9.48 In comparison the extant consent as a residential density of 374 dph on the rear part of the site that could be developed to provide residential units both NPPF paragraph 124 and policy BCS7 recognise the need to optimise density the open living SPD is very clear that an optimal density is not determined by a fixed dwelling per hectare [dph] number nor does it set thresholds for density by location.
- 9.49 It occupies a sustainable location within a designated town centre and is close to bus stops with many amenities within easy reach. The proposed development is underpinned by the concept of the '15 minute neighbourhood' where key shops and services are within a 15 minute or cycle.
- 9.50 The scale of residential development on the site means that in effect a new village is being developed in this location. High density residential development and the subsequent increase in residents help to support new retail and community elements

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by increasing footfall within the site itself. This will further enhance the viability and vitality of the designated town centre.

Design considerations

- 9.51 A key consideration in confirming whether this site can accommodate 850 homes, is what the standard of each home would be. As layout and design do not form part of this outline application and are reserved for subsequent approval, Members are only being invited to assess whether in principle, the site could accommodate 850 homes. The detailed design of each apartment will be assessed as part of a future reserved matters application(s). Notwithstanding this, Officers have assessed whether the site would have a significant proportion of single aspect dwellings, mindful that it will be a pre-requisite of the reserved matters submission that each home meets Nationally Described Space Standards (NDSS).
- 9.52 Policies BCS21, DM29 and guidance set out in Q2.8 of the Urban Living SPD seeks to avoid single aspect homes in order to improve access to natural light, provide a choice of views, and allow cross ventilation in order to minimise overheating.
- 9.53 The current indicative layout provides 263 (32.2%) dual aspect units. Of the remaining single aspect units, 207 (25% of the total units) would be single aspect north facing units; these are predominantly located within Blocks A and B, in the north western part of the site adjacent to Redcatch Park, with some also located in Block G at the centre of the site.
- 9.54 It is inevitable that there will be a proportion of single aspect homes and that some will need to be north facing. This situation will be improved when the details of each of the individual buildings begins to emerge. However, at this stage there has been consideration given to additional design refinements such as 'cut outs' which could be incorporated within individual units to provide a choice of views and to further improve daylighting to units. Furthermore, it is anticipated that a high proportion of the homes will benefit from balconies, thereby increasing the choice of views from these units. In consideration of the detailed design, Officers will pay attention to guidance in the Urban Living SPD which, in assessing whether schemes create sufficient outdoor space, encourages the use of balconies.
- 9.55 In accordance with the requirements of Policy DM14, a Health Impact Assessment (HIA) has been submitted in support of the Application. The Applicants have committed to healthy placemaking principles. These include the following:
- Open spaces and green spaces to provide opportunities for social interaction, recreation and physical activity;
 - Improving site permeability and connectivity;
 - Providing access to Redcatch Park to Wells Road and the wider area;
 - Hard materials strategy, to ensure all open spaces are accessible to all; and, -
 - Supporting infrastructure to support and encourage sustainable and active modes of transport.
- 9.56 Overall, it is considered that the site can accommodate this level of development. There will be need for care in ensuring that the highest quality of daylight and sunlight is secured for future residents.

Amenity for surrounding residents

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- 9.57 In support of their application the applicants have submitted a Daylight and Sunlight Study. This study assessed the potential impact of the indicative design of the proposed development on residential properties in the surrounding area.

The following properties were assessed:

Ryde Road Properties

- 9.58 25 main habitable room windows at the Ryde Road properties fall short of the Vertical Sky Component (VSC) test. However, 20 of the 25 windows will maintain a VSC score of 15.5% or more after the development, with the majority around 20%.
- 9.59 As noted in a number of appeal decisions, it is generally accepted that for large schemes in cities or densely populated town centre locations, a VSC of 20% or more is considered reasonably good, and VSCs in the mid-teens (around 15% or more) are acceptable. It is also relevant that 24 of the 25 windows achieve before/after ratios between 0.7 or more, which is only marginally short of the BRE 0.8 recommendation.
- 9.60 Finally, many of these windows are already hampered by the projecting wings created by the design of the properties themselves. The BRE guide acknowledges that where a room has a projecting wing on one or both sides of it, a larger relative reduction in the area of the room receiving direct skylight may be unavoidable, as the building itself contributes to its poor daylighting

Redcatch Road Properties

- 9.61 27 main habitable room windows at the Redcatch Road properties fall short of the VSC test. However, 22 of the 27 windows maintain a VSC score of 16.7% or more after the development, with the majority around 20%, and some, with extremely high retained VSC levels of 26.9% (i.e. only 0.1% short of the BRE VSC 27% recommendation). Furthermore, 3 of the windows appear to serve bedrooms. The BRE guide states that daylight is required in living rooms, kitchens and bedrooms. In the context of daylight distribution, the guide states that bedrooms are less important. The guide does not distinguish between the relative importance of daylight in respect of the vertical sky component test. However, in our opinion less weight should be given to bedrooms than living rooms, on the basis that bedrooms are likely to be used less than living rooms during daylight hours. Given the style of these properties are very similar to those on Ryde Road, many of the windows are also already hampered by a projecting wing.

Broad Walk Properties.

- 9.62 104 main habitable room windows at the Broad Walk properties fall short of the VSC test. However, 93 of the 104 windows maintain a VSC score of 16.2% or more after the development, with the majority around 20%. Additionally, 34 of the 104 windows achieve before/after ratios between 0.71 or more, which is fairly close to the target of 0.8 stated in the BRE guide.
- 9.63 It is noted that the style of these properties is such that a number of the windows are tunnelled in by the projecting wings of their own building, where a degree of obstruction is likely to be unavoidable. Further, it is also relevant that the proposed development only affects the rear of the properties, where it is extremely likely that the rear of the properties will comprise bedrooms and kitchens. The main living room windows likely face away from the proposed development and therefore will remain unaffected.

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- 9.64 18 main habitable room windows at the Wells Road properties fall short of the VSC test. However, 14 of these windows maintain a VSC score of 22.6% or more after the development. The worst affected windows (408, 409, 411 & 412) are all side elevation windows. It has not been possible to confirm whether these are habitable room windows although it appears that they are unlikely to serve main living areas. For the purpose of the quantitative analysis above, the Applicants assumed that they are habitable room windows. If this is the case, then notwithstanding the above, the conclusion reached is that they should be afforded less protection (given their location) by the Local Authority in terms of the impact on their daylight availability.

Hengrove Road Properties

- 9.65 14 main habitable room windows at the Hengrove Road properties fall short of the VSC test. However, 10 of the windows will maintain a VSC score of 18.1% or more. Given the style of these properties are very similar to those on Redcatch Road, Ryde Road and Broad Walk, many of the windows are also already hampered by the projecting wing. Furthermore, it has not been possible to confirm room uses, although we have assumed that the windows are habitable where not known.
- 9.66 However, it would appear that at least some of the windows are to non habitable rooms. Furthermore, from a review of the street view photography, it appears that the main living areas are those fronting Hengrove Road, which are unaffected by the proposed development.
- 9.67 The majority of main habitable room windows tested meet or surpass the BRE numerical recommendations. Whilst some windows do not meet the recommendations, the results are not unusual in the context of an urban location. The BRE guide explains that the numerical guidelines should be interpreted flexibly, since natural lighting is only one of many factors in site layout design. This was the previous under the consented scheme, where daylight and sunlight considerations were balanced against all other material planning considerations. The proposal would be in accordance with the NPPF, which states that “authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site.”
- 9.68 By providing a gap in excess of 21 metres, the proposed development would be located sufficiently far from dwellings on Broad Walk so as to avoid overlooking. A gap of 24 metres would be provided between the proposed four-storey residential block at no’s. 2-16 Ryde Road. The elevation has been arranged in such a way as to minimise overlooking by providing oblique windows. This would be secured as a condition of any reserved matters application.
- 9.69 There would be no unacceptable harm to existing residential amenity through overshadowing, overbearing or overlooking.
- 9.70 The visual impact of the proposed massing of the indicative design has also been assessed. Having considered the Townscape and Visual Impact Assessment prepared in support of the application and submitted with application, it is considered that the massing of development required to accommodate the proposed development would be acceptable.

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- 9.71 The proposed development falls within Use Class C3 of the Use Classes Order, meaning that it is required to address the Council's Affordable Housing Policies. Although the application is in outline only, it indicatively includes 817 dwellings and therefore it is required to comply with Core Strategy Policy BCS17, which seeks the provision of up to 30% affordable housing (245 affordable dwellings) subject to scheme viability.
- 9.72 The NPPF and the associated Planning Practice Guidance were revised in 2019, and these revisions are pertinent to the assessment of scheme viability.
- 9.73 The Applicant has claimed that, to remain viable in planning terms, the proposed scheme is only able to provide 6.7% affordable housing (55 affordable dwellings). A Viability Report and supporting commentary has been submitted by Savills on behalf of the Applicant in support of the claimed viability position.
- 9.74 Officers commissioned DVS (the specialist property arm of the government Valuation Office Agency) to assess the Savills Viability Report and advise the Council as to whether the Applicant's claim was reasonable. DVS undertook a detailed assessment of the Savills Viability Report, and they agreed with Savills that the scheme could not provide the maximum policy target of 30% affordable housing.
- 9.75 However, DVS did not agree with all the inputs used by Savills, and the main areas of difference are summarised in the following table and considered in more detail below:

	Savills	DVS
Benchmark Land Value	£8,500,000	£4,800,000
Residential Base Build Costs	£2,087 / sqm	£1,909 / sqm

Benchmark Land Value (BLV)

- 9.76 BLV is the sum that the landowners could reasonably expect to receive for their land, taking account of the existing use value of the land, any alternative policy compliant uses that could be implemented on the land, and the transacted values of comparable sites.
- 9.77 Both Savills and DVS agree that the existing use value of the site is around £4,000,000, which is significantly lower than when the previous application for redevelopment was considered back in 2019. Savills consider that the planning permission that was granted gives the site a greater value. However, DVS note that

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in the Savills Viability Report they state the following in respect of the previously granted planning permission:

However, this consent is no longer deemed to be practically deliverable or commercially viable hence the submission of a new planning application.

- 9.78 Consequently, following the process for determining BLV as set out in the Government's Planning Practice Guidance, DVS consider that the appropriate approach to establishing BLV in this instance is to take the agreed existing use value and apply a landowner premium to that, to incentivise the landowner to release the site for development. This results in a BLV of £4,800,000, which is the figure used in the appraisals undertaken by DVS.

Base Build Costs

- 9.79 Savills have assessed the base build costs using a cost consultant's cost plan. This is fairly standard practice, particularly in cases where the viability relates to a full planning application. However, in this case the application is in outline, with only the means of access being fully determined at this stage. Consequently, the exact heights and designs of the buildings are not known, and the cost plan can be considered indicative at best. It is important to note though, that the cost plan was put together in July 2022, and that build costs may have increased since then, and if that is the case then the cost plan would be underestimating the costs.
- 9.80 DVS based their initial assessment of build costs on the Building Cost Information Service (BCIS) indices. This is data collected from costs relating to building projects undertaken across the UK, which is collated, analysed, and then published to enable cost planning to be undertaken. BCIS publish data relating to lower quartile, mean, median and upper quartile costs for a multitude of different development types, and it is recognised in Planning Practice Guidance as an appropriate tool for assessing build costs. DVS adopted the median costs, which is an appropriate approach to take in assessing an outline application.
- 9.81 However, having discussed the BCIS build costs with colleagues in housing, there was concern raised that the currently available BCIS data may not be reflective of recent increases in build cost inflation, and consequently may be underestimating build costs, particularly for tall buildings. To come to a view on this issue, actual build costs were sought from Housing Association partners who are currently delivering tall buildings in Bristol. These were provided on a confidential basis, but officers can confirm that the costs were more than both the BCIS median costs used by DVS and the build costs provided by the applicant.
- 9.82 Upon receipt of this information, DVS ran a sensitivity test, adopting the applicants base build costs, rather than BCIS median costs.

DVS Conclusions

- 9.83 The outputs of DVS assessment of the viability of the proposed scheme were as follows:

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	BCIS Median Costs	Applicants Costs
Benchmark Land Value	£4,800,000	£4,800,000
Residential Base Build Costs	£1,909 / sqm	£2,087 / sqm
Affordable Housing %	20.2% (165 dwellings)	9.8% (80 dwellings)

Officer Commentary

- 9.84 Whilst it would be tempting to make a recommendation based on the BCIS Median Costs; it is incumbent on officers to take account of evidence of actual build costs of schemes currently being delivered in Bristol as well as published information on build cost inflation. It is pertinent to note that the government's Monthly Statistics of Building Materials and Components, published on 1 March 2023 stated the following:

The material price index for 'All Work' increased by 10.4% in January 2023 compared to the same month the previous year.

- 9.85 It is clear that build cost inflation remains a significant issue and given the evidence provided around build costs, officers consider that it is appropriate to use the build costs provided by the applicant in assessing the amount of affordable housing that the scheme can provide. It is also pertinent to note that the applicants build costs are from July 2022, and therefore, given build cost inflation, they may be considered optimistic.

Officer Recommendation

- 9.86 Officers recommend that based on the above information, 9.8% affordable housing, equating to 80 affordable dwellings, are required. These will be secured via a Section 106 Agreement.
- 9.87 Housing colleagues have requested that at this point in time the tenure of the affordable housing is delegated to housing officers to be agreed as the scheme comes forward. This is because it is possible that as well as standard open market housing, the scheme may include specific housing for older persons, and an element of Build to Rent. By not specifying type and tenure at this stage it enables the type of affordable housing to be tailored to the type of housing delivered as part of the scheme. It will also make it easier to facilitate the provision of additional affordable housing which could potentially be delivered via the use of Homes England Grant Funding if that became available.
- 9.88 Finally it is recommended that, in accordance with Planning Practice Guidance, upwards only viability reviews are undertaken at various points in the development programme to see if additional affordable housing can be provided.
- 9.89 It is recommended that the first of these reviews is undertaken on the earlier of the following dates:

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- One year after the granting of the first reserved matters consent.
- Commencement of the development (excluding demolition and preparatory works).

9.90 A second late-stage review should also be undertaken, and it is recommended that this is undertaken 3 years after the first review.

9.91 These reviews would protect the Council's position and potentially enable it to achieve a level of affordable housing closer to the 30% target set out in Core Strategy Policy BCS17.

(E) IS THE ACCESS TO THE DEVELOPMENT ACCEPTABLE?

9.92 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.

9.93 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. With regard to parking, Policy DM23 states that this must be safe, secure, accessible and usable.

9.94 The information provided by the Applicant is sufficient to secure support from TDM subject to obligations and conditions. The proposed development is consistent with national and local transport policy.

9.95 The location of the site is accessible to pedestrians, cyclists, and public transport users.

9.96 The application proposal will increase permeability to pedestrians would integrate the site with the surrounding pedestrian routes.

9.97 Access to services, education and employment areas are within walking and cycling distance of the site, which is in line with local and national policies

9.98 Satisfactory vehicular access can be achieved. The details of which will be subject to S278 agreement.

9.99 The internal site layout is able to cater for all road users including service vehicles as shown by swept path analysis.

9.100 The level of car parking proposed is suitable for the location of the site given that local facilities are accessible by foot, cycle, and public transport, and that on-street parking is controlled by a residents parking zone for which new residents would not be able to purchase permits.

9.101 The sustainable travel measures proposed including secure cycle parking in excess of

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the minimum standards, car club car, and the implementation of a Travel Plan at the site further would encourage the use of alternative modes of transport to the private car, reducing car parking demand.

- 9.102 Comparing average traffic generation, the proposed traffic generation of the development would be in line with the previous approval.
- 9.103 There is no road safety concern on the local road network and there is no reason to suggest that that proposal would affect this situation.
- 9.104 There is no requirement for a S38 agreement (adoption) for this site.

TDM Assessment

- 9.105 The submitted Transport Assessment (TA) is considered to provide an adequate appraisal of the relevant transport and highway related matters including an assessment of the potential for journeys to be made by sustainable modes of transport as well as detailed estimates of vehicular trips resulting from the development.
- 9.106 Officers have reviewed this application and identified the following areas for detailed comments:
- Road network - Access and Road Safety – The safe movement of all modes entering and exiting the public highway
 - Trip Generation –The existing and proposed trips related to the site
 - Active Transport – Walking and cycling and behaviour change
 - Public Transport – Current access and future potential
 - Servicing and Delivery – How the development will manage the vehicular trips required
 - Car Parking - How the development will manage the vehicular trips required

Location

- 9.107 The site is bounded to the North by Ryde Road and Redcatch Road, to the East by A37 Wells Road, to the South by Broad Walk and to the West Redcatch Park
- 9.108 The site is located in the Knowle area of Bristol. The bus services 2, 8, X5, 177, 2A, 511 and 376 operate along Wells Road offering links to the City Centre and other areas towards the South of Bristol.

Road Network*Wells Road*

- 9.109 The A37 Wells Road a primary distributor road and, as such, is a wide two-way single carriageway road with an approximate carriageway width of 10.3 metres. The road provides two running lanes and a bus lane (providing Bus Priority through key junctions), which alternates between the southbound and northbound side of the carriageway is subject to a 30-mph speed limit with footways on both sides of the carriageway with a minimum width of approximately 3 metres. Parking on Wells Road

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within the vicinity of the site is limited to lay-bys providing operational parking for local retail and services.

Redcatch Road

- 9.110 Redcatch Road is part two way and part one-way road of strong residential character. It is considered a local distributor road, with a carriageway width of 8.5m and is subject to a 20 mph speed limit and provides controlled parking along one or both sides of its length, depending on specific location. A small section of Redcatch Road, between Wells Road and the existing site access junction is one way only (westbound). The eastbound connection from Redcatch Road to Wells Road is provided by Oakmeade Park.

Oakmeade Park

- 9.111 Oakmeade Park is a short one-way road, providing eastbound connection between Redcatch Road and Wells Road. It is subject to 20 mph speed limit, approximately 8.5 metres wide and with footways on both sides. It also allows controlled parking on both sides.

Broad Walk

- 9.112 Broad Walk is a two-way local distributor road. It is subject to a 20 mph speed limit and has a carriageway width of approximately 7.5 metres. Footways of approximately 2.0 metres wide are provided on both sides of the carriageway although the footways are more prominent adjacent to the existing Shopping Centre. The road does provide some limited controlled parking at the eastern end where there is significant widening and connects with Wells Road via an existing signalised junction.
- 9.113 Visibility from the site exit (onto Broad Walk) is currently restricted by the presence of an existing tree and associated foliage. It is understood that this Tree is not subject to a Tree Preservation Order (TPO) and it was agreed as part of application 18/05184/P that it would represent a highway safety benefit if it were to be removed.

Priory Road

- 9.114 Priory Road is a two-way single carriageway residential road having an approximate carriageway width of 6.5 metres. Footways with an approximate width of 1.5 metres are located on both sides.

Ryde Road

- 9.115 Ryde Road is a residential cul-de-sac accessed from Redcatch Road. It runs southbound away from Redcatch Road and also provides access to the yard area serving properties fronting Wells Road and Redcatch Road. The carriageway is approximately 6.8m wide and has on-street parking provided on both sides. Commercial vehicles using the service yard serving Redcatch Road and Wells Road travel on Ryde Road to gain access.

Road Traffic casualty assessment

- 9.116 Within the wider area, for the five-year period 2016-2021 two accidents were categorised as serious, whilst the remainder were slight. Two accidents included pedal cycles and were categorised as slight. Three accidents involved pedestrians; of

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these, one was categorised as slight, and two were categorised as serious, accounting for both serious accidents.

- 9.117 The data does not indicate any design errors or need for immediate improvement as is common as more accidents are related to distraction.

Proposed changes to the public highway

- 9.118 The changes to the public highway will be subject to the S278 works which will include but are not restricted to cycle, bus and pedestrian Footway and carriageway upgrades required for the surrounding of the site.

Active Transport***Walking***

- 9.119 Broadwalk Shopping Centre is considered a satisfactory walking environment where all streets providing appropriate footway facilities on one or both sides of the carriageway with some crossing point locations access to all local facilities, schools, places of interest and leisure facilities and public transport nodes. This was supported in the TA where all reasonable points of interest can be walked to between 5 and 20 minutes.

- 9.120 Pedestrian access to the development will be o the new pedestrian area from:

- Wells Road
- Redcatch Park
- Ryde Road
- Redcatch Road (via Ryde Road or the north vehicle access)

To the proposed residential units (with multiple lobby entrance points) from:

- Redcatch Road
- Broad Walk

- 9.121 The proposed public realm area will provide a new pedestrian link from Wells Road to Redcatch Park, allowing a vehicle free route from Wells Road to the park to the west.

- 9.122 Contributions have been proposed for road safety and sustainable transport improvements within the vicinity of the site

Cycling

- 9.123 There are no on-road or off-road cycle routes in the immediate vicinity of the site. Although the bus lane on Wells Road provides some.

- 9.124 The TA provided demonstration of reasonable cycling time for the site to City Centre and Temple Meads.

- 9.125 Contributions have been proposed for road safety and sustainable transport improvements within the vicinity of the site.

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- 9.126 A total of 1280 cycle parking spaces are proposed. There will be a mix of types and locations to suit the various needs for resident and visitor parking. This is an acceptable quantum.

Public Transport

- 9.127 The site has a good level of public transport provision.

Bus

- 9.128 The bus services 2, 8, X5, 177, 2A, 511 and 376 operate along Wells Road offering links to the City Centre and other areas towards the South of Bristol.
- 9.129 Contributions for planned works for Wells Road to accommodate improvements to the bus services are requested.

Train

- 9.130 The nearest National Rail Stations are Bedminster and Bristol Temple Meads, both located approximately 2 km from the site to the north-west and north respectively with regular bus connections to Knowle.

Trip Generation

- 9.131 The development is expected to generate 87 two-way vehicle trips in the AM peak hour and 122 in the PM peak hour. This is in line with the prediction evidenced from TRICs in the TA.
- 9.132 These are likely to distribute as 30% north on Wells Road towards central Bristol, 20% on Priory Road and 10% south on Wells Road to connect to the A4174 and the A37 south.
- 9.133 An average of 58% of all daily trips will be by active and public transport.

Car Parking

- 9.134 A total of 308 car parking spaces are proposed in two areas of the site. All parking spaces will be set up for electric vehicle charging with 20% provision from the outset (i.e. "active" EV charging) and the remainder with sufficient infrastructure for future roll-out of charge points. The results of on-street parking surveys undertaken on:

Car Club

- 9.135 The application should use at least 2 parking bay to provide for car club vehicles and the possibility of it being an electric car club car.

Internal parking management

- 9.136 The internal streets around the site would be managed by a management company to make sure that no parking takes place outside of the marked parking bays. A condition for a parking management plan will be required to detail how this will be managed.

Conclusion on the Access Arrangements

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9.137 The access arrangements for this proposal are acceptable. They comply with relevant plan policy.

(F) CAN LOCAL AMENITIES ABSORB THE DEVELOPMENT?

9.138 Many representations have been received from local residents expressing concern that local amenities will be incapable of absorbing such an increase in population. Of particular concern is the capacity of local schools and GP Practices

Local Schools

9.139 The Council's School Partnership Team have confirmed that there is sufficient capacity in the area to accommodate a development of this scale.

9.140 They indicate that the forecast is informed by the annual return that is undertaken for the DfE. This details supply of places and projected demand. It is called the 'SCAP Return' and is submitted by the School Partnership Team each summer. Places are reported by 'planning areas'. For primary this is 2-4 city wards. For secondary the city is divided into 3 areas, so this would be 'south'. The forecast model uses birth data as well as historical school attendance and estimated yields from new housing. These returns confirm that there would be sufficient capacity in 'south' schools to absorb this development.

GP Surgeries

9.141 The challenges in securing GP capacity lie outside the planning process. There are no grounds to refuse this planning application on the grounds that there is insufficient GP Surgery capacity, as it is covered by separate legislation. Nevertheless, information has been sought in an attempt to address the representations received.

9.142 With reference to the capacity of GP surgeries, Table 4 of the Health Impact Assessment (page 18 and 19) outlines local GP capacity within a 1.2 mile radius, and Table 5 provides a wider search area of 5 miles. Within these areas, there are roughly 45 GP surgeries. While most operate over the patient list ratio recommended by the Royal College of GPs, a number are under this recommendation (including Birchwood Medicine Practice, 1.2 miles away), have capacity, and all are accepting patients.

9.143 It is noted that GP surgeries receive additional funding for every patient taken on. This includes funding to cover the additional costs of employing more clinicians.

9.144 The objections to the application proposal that have been received on the grounds that local GP Surgeries and Schools are unable to cope with the additional residents generated from this application proposal cannot be sustained as grounds for refusing this application.

10.0 PLANNING OBLIGATIONS

10.1 The recommendation to grant planning permission is subject to the completion of a legal agreement to secure:

- Affordable Housing

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- One Fire Hydrant
- Travel Plans (A Framework Travel Plan has been submitted with the application)
- Contributions towards sustainable transport measures specifically:

10.2 The extent and scope of the S278 (which must be signed prior to commencement)

10.3 Contributions of £220 per residential unit for travel plan delivery and management or £5,693 where applicant will do their own delivery. Notwithstanding additional s106 (£5,693) for each of the Classes E, F and Sui Generis uses. The exact floorspace of these individually is unknown.

10.4 Contribution to the relocation of up to 8 bus stops would be estimated at £100,000.

10.5 Contribution for restrictive parking measures (design, consultation and lines and signs) £150,000

10.6 Contribution to Traffic Regulation order for RPZ £6,000.

11.0 COMMUNITY INFRASTRUCTURE LEVY (CIL)

11.1 This is an outline application. The Community Infrastructure Levy Regulations 2010 require that CIL liabilities are calculated when reserved matters applications are submitted as until the reserved matters stage it is not necessarily clear as to the exact level of CIL liable floor space.

11.2 As this is an outline application and the exact size in square metres of the proposed development has not yet been finalised, the exact CIL Liability cannot be calculated at this moment in time. However, based on the information provided, it is likely to be in the region of £4,000,000. Of this, 15% (approx £600,000) would be devolved to Area Committee 5 to allocate to local infrastructure improvements, which could include local parks and green spaces, community buildings, local highway measures etc. Whilst not related to the CIL liability of the proposed scheme, it is noted that on 4 April 2023, the Council's Cabinet specifically identified funding to be allocated to improvements to Redcatch Park, which is in close proximity to the proposed development.

12.0 CONCLUSION

12.1 Having considered all the information submitted in support of this application for outline planning permission, your Officers are satisfied that in principle this is an acceptable location for the mix of uses set out in the description of development.

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- 12.2 It will enable the Applicants (or their successors) to move forward with refining their detailed proposals for the site for submission as either one or multiple reserved matters applications. At that stage detailed consideration can be given to the design of the proposal and the impact of the design on neighbouring properties.
- 12.3 At this stage, outline planning permission is recommended. The proposed development affords an opportunity to secure the regeneration of this important brownfield site in the south of Bristol, consistent with Development Management policy.
- 12.4 The proposed development would contribute to the delivery of market and affordable homes on previously developed land in accordance with the NPPF and as per the requirements of Policies BCS1, BCS5 and BCS20.
- 12.5 The proposed development would provide leisure and retail space within a Local Centre, in accordance with Policy BCS7.
- 12.6 There are no material considerations that could be supported as grounds for refusing this outline application.

RECOMMENDED GRANT subject to a Planning Agreement and the following conditions:

Time limit for commencement of development

1. Application for approval of the reserved matters shall be made to the council before the expiration of 3 years from the date of this permission.

The development hereby permitted shall begin no later than the expiration of 2 years from the date of approval of the last of the reserved matters to be approved.

Reason: As required by Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. Approval of the details of the Appearance, Scale, Layout and Form and Landscaping for a phase of development (hereinafter called "the reserved matters") shall be obtained from the council in writing before any development is commenced within the phase in question.

Reason: This is outline permission only and these matters have been reserved for the subsequent approval of the Local Planning Authority.

Pre commencement condition(s)

3. Phasing Plan

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Prior to commencement of development a site-wide phasing plan of proposed demolition and construction works shall be submitted to and approved in writing by the Local Authority. The phasing plan may include details relating to the subdivision of the site into development parcels to provide a basis for the discharge of conditions (including the Reserved Matters) and subsequent construction works.

The development shall be carried out in accordance with the approved Phasing Plan or any subsequent version approved in writing by the Local Planning Authority.

Reason: in the interest of the orderly development of the site.

4. Parameters

Each reserved matters submission shall conform to the following design parameters approved at Outline application stage:

- Up to 850 dwellings
- No building shall be above the heights set out for each part of the site on the Heights Parameter Plan (Dwg.1611 PA 01).
- The scale, massing and bulk of the development should be informed by an assessment of liveability conditions for future and existing occupiers.
- The orientation of the buildings should minimise single aspect flats, particularly when that aspect is north or south-facing.
- A daylight and sunlight assessment must be provided to demonstrate that existing and proposed internal spaces and amenity space meets Building Research Establishment (BRE) guide 'Site Layout Planning for Daylight and Sunlight: a good-to-good practice guide, 2nd Edition by P.J Littlefair 2011.
- Dwellings should as a minimum meet the Nationally Described Space Standard (NDSS) for one-bedroom, two person units to allow for future flexibility.
- Any windows on the eastern elevation facing 2-16 Ryde Road and on the southern elevation facing 9-43 Broad Walk should be oblique angled to avoid overlooking.

Reason: To ensure that the final development is in accordance with the Outline submission.

5. Surface Water and Foul Water Drainage Strategy

A detailed surface water drainage design for a relevant phase must be submitted with each Reserved Matters submission for the phase in question, formed in accordance with the approved Surface Water and Foul Water Drainage Strategy.

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

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build and that the principles of sustainable drainage are incorporated into this proposal and maintained for the lifetime of the proposal.

6. Fire Safety Statement

A suitable fire statement for a relevant phase must be submitted with each Reserved Matters submission for the phase in question.

Reason: To ensure adequate fire safety measures within the development.

7. Highways

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:

- (i) A signalised crossing across the left turn from Broad Walk onto Wells Road giving pedestrian access of the centre.

Redcatch Road/ Wells Road junction to be tightened and a speed table implemented along Redcatch Road.

Redcatch Road/ Oakmeade Park junction pedestrian improvements.

Reinstatement of redundant access ways and resurfacing of highway surrounding the site.

- (ii) Where applicable for any phase, indicating proposals for:

Existing levels of the finished highway tying into building threshold levels

Alterations to waiting restrictions or other Traffic Regulation Orders to enable the works

Signing, street furniture, street trees and pits

Structures on or adjacent to the highway

Extent of any stopping up, diversion or dedication of new highway (including all public rights of way shown on the definitive map and statement)

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 of a relevant phase the relevant works shall be completed to the satisfaction of the Highway Authority and approved in writing by the Local Planning Authority.

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

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

8. Construction Management Plan

No development shall take place within a relevant phase, including any demolition works, until a construction management plan or construction method statement for the relevant phase 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 for the relevant phase. The plan/statement shall provide for the following in respect of the relevant phase:

- A construction programme including phasing of works;
- 24 hour emergency contact number;
- Hours of operation;
- Expected number and type of vehicles accessing the site:
- Deliveries, waste, cranes, equipment, plant, works, visitors;
- Size of construction vehicles;
- The use of a consolidation operation or scheme for the delivery of materials and goods;
- Phasing of works;
- 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):
- Programming;
- Waste management;
- Construction methodology;
- Shared deliveries;
- Car sharing;
- Travel planning;
- Local workforce;
- Parking facilities for staff and visitors;
- On-site facilities;
- A scheme to encourage the use of public transport and cycling
- Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;

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- locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- Locations for storage of plant/waste/construction materials;
- Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- Arrangements to receive abnormal loads or unusually large vehicles;
- Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- Any necessary temporary traffic management measures;
- Measures to protect vulnerable road users (cyclists and pedestrians);
- Arrangements for temporary facilities for any bus stops or routes;
- Method of preventing mud being carried onto the highway;
- 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.

9. Highway Conditions

No development shall take place (including investigation work, demolition, siting of site compound/welfare facilities) until a survey of the condition of the adopted highway has been submitted to and approved in writing by the Local Planning Authority. The extent of the area to be surveyed must be agreed by the Highways Authority prior to the survey being undertaken.

The survey must consist of:

- A plan to a scale of 1:1000 showing the location of all defects identified;
- A written and photographic record of all defects with corresponding location references accompanied by a description of the extent of the assessed area and a record of the date,
- time and weather conditions at the time of the survey.
- No building or use hereby permitted shall be occupied or the use commenced until any damage to the adopted highway has been made good to the satisfaction of the Highway Authority.

Reason: To ensure that any damage to the adopted highway sustained throughout the development process can be identified and subsequently remedied at the expense of the developer.

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10. Cycle Parking Provision

Detailed drawings at the scale of 1:100 of cycle parking provision within a relevant phase shall be submitted to and be approved in writing by the Local Planning Authority prior to commencement of the relevant phase, excluding site preparation works and demolition. The detail thereby approved shall be carried out in accordance with that approval.

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

11. Car Park Management Plan

No development of a relevant phase, excluding site preparation works and demolition, shall take place until a car park management plan for the relevant phase setting out how the car park within the phase will be managed has been prepared, submitted to, and approved in writing by the Local Planning Authority prior to commencement. The measures shall thereafter be implemented in accordance with the approved car park management plan for the lifetime of the development.

Reason: To ensure the safe operation of approved car park(s).

12. Contamination - Intrusive Investigation and Risk Assessment

Following demolition within a phase, no construction of the relevant phase shall take place until an intrusive investigation and risk assessment, in addition to any assessment provided with the planning application, has been completed in accordance with a scheme to assess the nature and extent of any contamination within the phase, whether or not it originates from within the phase. The contents of the scheme should be submitted to and be approved in writing by the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced.

This must be conducted in accordance with DEFRA and the Environment Agency's Model Procedures for the Management of Land Contamination, CLR 11.

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets,
- woodland and service lines and pipes,
- adjoining land,
- groundwater and surface waters,
- ecological systems,

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- archaeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

(iv) submission of a validation report for the petrol station decommissioning works

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.

13. Contamination – Detailed Remediation Scheme

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

Reason: To ensure that risks from land contamination 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.

14. Sustainability Statement

Prior to construction of a phase a sustainability statement demonstrating how sustainable design principles and climate change adaptation measures have been incorporated into the design and construction of the development for approval in writing by the Local Planning Authority.

The development shall be constructed in full accordance with the sustainability statement prior to occupation.

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), BC14 (sustainable energy), BCS15 (Sustainable design and construction), DM29 (Design of new buildings).

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15. Energy Statement

Prior to construction of a relevant phase (excluding demolition and site preparation works) an energy statement for the relevant phase shall be submitted to the Local Planning Authority to be approved in writing. The energy statement shall demonstrate how the energy hierarchy has been followed, how the heat hierarchy has been applied and how a 20% reduction in carbon dioxide emissions beyond residual emissions through renewable technologies has been achieved including full technology specifications and locations.

Prior to occupation of a relevant phase, evidence demonstrating that the approved measures have been implemented, together with detail of ongoing management and maintenance to ensure the measures continue to achieve the predicted CO₂ emissions reduction shall be submitted and approved in writing by the Local Planning Authority.

Reason: To ensure the development contributes to minimising the effects of, and can adapt to a changing climate in accordance with policies BCS13 (Climate change) and BC14 (sustainable energy), DM29 (Design of new buildings).

16. Renewable Energy - PV

Prior to implementation of a relevant phase, details of the proposed PV system for the relevant phase 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 for the relevant phase.

Prior to occupation of the relevant phase 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 X%/the percentage shown in the approved Energy Statement.

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

17. Renewable energy – heat pumps

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Prior to implementation of a relevant phase, details of the air and/or ground source heat pumps (including the location and design/ technical specification) together with calculation of energy generation and associated CO₂ emissions reduction in line with the approved energy statement for the relevant phase should be submitted to the Local Planning Authority and approved in writing. The system shall be installed prior to occupation of the dwellings within the phase and thereafter retained.

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

18. Overheating

No development of the relevant phase shall take place until an overheating risk assessment for the relevant phase (based on a recognised methodology and criteria such as C.I.B.S.E TM52/ TM59, or equivalent, against weather files to 2080, based on a medium emissions, 50th percentile scenario), together with details of mitigation measures (without increase to the energy use of the development and carbon dioxide emissions) in the event that the overheating risk assessment identifies risks for any units/rooms, has been submitted to and approved in writing by the Local Planning Authority.

The approved measures must then be implemented prior to the first occupation of the relevant phase to the satisfaction of the Local Planning Authority.

Reason: In order to ensure the resilience of the development to climate change and to ensure compliance with Policy BCS13 of the Bristol Core Strategy (Adopted June 2011), the overheating risk assessment and required mitigation measures must be submitted to the satisfaction of the Local Planning authority before the development commences.

19. Employment and Skills Plan (Construction Phase)

No development of a relevant phase shall take place, including any works of demolition, until an Employment and Skills Plan that aims to maximise the opportunities for local residents to access employment offered by the construction phase of the relevant phase has been submitted to and approved by the Local Planning Authority. The approved plan shall be implemented in accordance with an agreed timetable.

Reason: In recognition of the employment opportunities offered by the construction phase of the development.

Pre occupation condition(s)

20. BREEAM

Prior to occupation of a relevant phase, the full BREEAM Post Construction report (prepared by the registered BREEAM assessor together with confirmation that this has been submitted to the BRE (or other approved registration body), including dates/receipt confirmation email from the BRE) shall be submitted in respect of the relevant phase to the local planning authority and approved in writing.

Within 6 months of first occupation of the relevant phase the final post construction BREEAM certificate(s) for the relevant phase indicating that a BREEAM 'Excellent' rating has been achieved shall be submitted to the local planning authority and approved in writing.

Reason: To ensure the development is built in a sustainable manner in accordance with BCS15 (Sustainable design and construction)

21. Completion of Vehicular Access - Shown on Approved Plans

No building or use hereby permitted within a relevant phase shall be occupied or use commenced until the means of vehicular access has been constructed and completed in accordance with the approved plans and the said means of vehicular access shall thereafter be retained for access purposes only for the lifetime of the development, notwithstanding any plans that may be submitted for approval of temporary access routes for any particular phase of development. Approved plans for temporary access routes should include details of the duration for which the access route(s) will be in use. Any access point opening onto the adopted highway shall include suitable drainage provision within the curtilage of the site, to prevent the discharge of any surface water onto the adopted highway.

Reason: To ensure that the vehicular access point is safe and includes adequate drainage.

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

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No building or use hereby permitted within a relevant phase shall be occupied or the use commenced until the means of access for pedestrians and/or cyclists for the relevant phase have been constructed in accordance with the approved plans and shall thereafter be retained for access purposes only, notwithstanding any plans that may be submitted for approval of temporary pedestrian / cycle access routes for any particular phase of development. Approved plans for temporary pedestrian and/ or cycle access routes should include details of the duration for which the access route(s) will be in use.

Reason: In the interests of highway safety.

23. Car Club

No building or use hereby permitted within a relevant phase shall be occupied or use commenced until details of a car club scheme, in accordance with a contract to be entered into by the developer and an approved car club provider, shall be submitted to and approved in writing by the Local Planning Authority in relation to the relevant phase. The car club scheme shall comprise (where applicable):

- The allocation of x car club parking space(s)
- The provision of x vehicle(s)
- Provision of car club membership for all eligible residents of the development for a minimum of three years
- Promotion of the scheme
- The phasing at which the scheme will be introduced

Reason: In order to reduce the need for excessive car ownership

24. Electric Vehicle Charging Points

No building or use hereby permitted within a relevant phase shall be occupied or use commenced until details of the total number of car parking spaces, the number/type/location/means of operation and a programme for the installation and maintenance of Electric Vehicle Charging Points and points of passive provision for the integration of future charging points for the relevant phase has been submitted to and approved in writing by the Local Planning Authority prior to construction of the above ground . The Electric Vehicle Charging Points as approved shall be installed

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prior to occupation of the relevant phase and retained in that form thereafter for the lifetime of the development.

Reason: To promote sustainable travel, aid in the reduction of air pollution levels and help mitigate climate change.

25. Refuse Store

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

Thereafter, all refuse and recyclable materials associated with the relevant phase of the development shall either be stored within this dedicated store/area, as shown on the approved plans for the relevant phase, 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.

26. Car/ Vehicle Parking Area

No building or use hereby permitted within a relevant phase shall be occupied or use commenced until the car/vehicle parking area (and turning space) for the relevant phase 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. Driveways/vehicle parking areas accessed from the adopted highway must be properly consolidated and surfaced, (not loose stone, gravel or grasscrete) and subsequently maintained in good working order at all times thereafter for the lifetime of the development.

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

27. Travel Plan Statement

No building or use permitted within a relevant phase shall be occupied or use commenced until a Travel Plan Statement for any Class E, sui generis, and Class C3 uses within the phase comprising immediate, continuing and long-term measures

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encourage alternatives to single-occupancy car use has been prepared and approved in writing by the Local Planning Authority in relation to the relevant phase.

The Approved Travel Plan for the relevant phase shall be implemented in accordance with the measures set out in therein.

Within three months of occupation of the relevant phase, evidence of the implementation of the Approved Travel Plan Statement shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To support sustainable transport objectives including a reduction in car journeys and the increased use of public transport, walking and cycling.

28. Delivery and Servicing Plan

No building or use hereby permitted within a relevant phase shall be occupied or use commenced until a delivery and servicing plan for the relevant phase has been prepared, submitted to and approved in writing by the Local Planning Authority, notwithstanding any plans that may be submitted for temporary servicing and delivery of a relevant. Any temporary servicing and delivery plan submitted for approval should include details of the duration of that plan. The measures shall thereafter be implemented in accordance with the approved delivery and servicing plan for the lifetime of the development. The delivery and servicing plan for a relevant phase shall include:

- a) The contact details of a suitably qualified co-ordinator;
- b) How vehicle arrivals, departures, parking, stopping and waiting will be controlled to minimise any impact on the adopted highway;
- c) Details of any freight consolidation operation, centre and the delivery and servicing booking and management systems;

Reason: In the interests of highway safety and to minimise the impact of vehicles servicing the development upon congestion.

29. Waste Management Plan

No building or use hereby permitted within a relevant phase shall be occupied or use commenced until a waste management plan for the relevant phase setting out how waste will be stored and collected has been prepared, submitted to and approved in writing by the Local Planning Authority, notwithstanding any temporary waste management plans that may be submitted for any relevant phase. Any temporary waste management strategy submitted for approval should include details of the duration of the strategy. The measures shall thereafter be implemented in accordance with the approved waste management plan for the lifetime of the development.

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Reason: To ensure appropriate waste management facilities are provided to accommodate all waste generated by the development.

30. Ecological Mitigation & Enhancement Strategy (EMES)

Prior to the commencement of development of a relevant phase hereby approved, the applicant shall submit an Ecological Mitigation & Enhancement Strategy (EMES) for the relevant phase. This shall include details of the provision of bird, bat, insect and hedgehog boxes. The location, specification, height and orientation of these features shall be shown on a site plan.

The development shall be carried out in full accordance with the approved details, or any amendments agreed in writing by Bristol City Council.

Reason: In order to protect local ecology.

31. Ecological Method Statement

Prior to commencement of development of a relevant phase hereby approved, the applicant shall submit a Method Statement prepared by a suitably qualified ecological consultant or landscape architect shall be submitted to and approved in writing by Local Planning Authority for the creation of living roofs and/or walls for the relevant phase. This shall include management details e.g watering/care schedule, species/seed mix avoiding the sole use of sedum, provision of features for invertebrates, and details of the provision of new plants should the originals fail. All details shall be shown on a scale plan of the site.

The development shall be carried out in full accordance with the details submitted or any amendments approved in writing by the Local Planning Authority.

Reason: To conform with Policy DM29 in the Site Allocations and Development Management Policies Local Plan, which states that: 'Proposals for new buildings will be expected to incorporate opportunities for green infrastructure such as green roofs, green walls and green decks'.

32. Soft Landscape Plan

Where relevant, a Soft Landscape Plan including a planting schedule must be submitted with each Reserved Matters submission.

The development shall be carried out in full accordance with the details submitted or any amendments approved in writing by the Council.

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Reason: To conform with Policy DM29 in the Site Allocations and Development Management Policies Local Plan.

33. Biodiversity Net Gain Assessment (BNGA)

Where relevant, a revised Biodiversity Net Gain Assessment (BNGA) based on the finalised proposals, prepared by a suitably qualified ecological consultant and using metric 4.0 must be submitted with each Reserved Matters submission to demonstrate that net gains in biodiversity will be achieved. The metric should be submitted in support of the assessment, together with condition assessment sheets and habitat maps (baseline and post-development).

The development hereby approved shall be carried out in full accordance with the habitat retention, enhancement and creation measures set out in the revised BNGA or any amendments approved in writing by the Local Planning Authority.

Reason: To comply with the revised National Planning Policy Framework (NPPF, 2021), which states in paragraph 174 (d) on page 50.

34. Landscape and Ecological Management Plan (LEMP)

Prior to commencement of development of a relevant phase hereby approved, the applicant shall submit a 30-year Landscape and Ecological Management Plan (LEMP) for the relevant phase. This should address retained features of ecological interest, together with mitigation and enhancements to be provided. The LEMP should set out management compartments, objectives, and prescriptions for all new proposed soft landscaping/planting. It should also show how management of the site will be resourced and monitored.

Reason: Ecological enhancement is needed to meet the requirements of the revised National Planning Policy Framework (NPPF, 2021).

Post occupation management**35. Update of the Ecological Impact Assessment (EclA)**

Where 18 months lapses between submissions, an update walkover survey of the site shall be undertaken by a suitably qualified ecologist and an update of the Ecological Impact Assessment (EclA) will be submitted with each Reserved Matters submission to the Local Planning Authority for written approval. The updated EclA shall confirm (or otherwise) that there has been no significant change to the site since the 2022 ecological surveys and that further surveys for protected, priority or locally

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notable species or habitats are not required. The walkover survey shall also confirm (or otherwise) that invasive, non-native plant species are absent from the site.

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

36. Parking

Parking within a relevant phase is to be restricted to the areas allocated on the approved plans and shall not encroach onto areas allocated on the plans for other uses.

Reason: To control the level of parking on the site and to safeguard the uses of other areas.

37. Vehicle parking, loading and unloading

The areas allocated within a relevant phase for vehicle parking, loading and unloading, circulation and manoeuvring on the approved plans shall only be used for the said purpose and not for any other purposes.

Reason: To ensure the provision and availability of satisfactory off-street parking and servicing/loading/unloading facilities for the development.

38. Sewer Protection Measures

Prior to commencement of a relevant phase on-site sewer protection arrangements must be agreed with the planning authority and the incumbent undertaker.

Reason: To ensure that sewerage services crossing the site can be maintained and the risk of pollution minimised.

List of approved plans

39. 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.

1611.E.01 Site Location Plan, received 11 August 2022

1611.E.02 Existing Loading Bay Level, received 11 August 2022

1611.E.03 Existing Shopping Centre Level, received 11 August 2022

1611.E.04 Existing 1 Floor Plan, received 11 August 2022

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1611.E.05 Existing 2 Floor Plan, received 11 August 2022

1611.E.06 Existing 3 Floor Plan, received 11 August 2022

1611.E.07 Existing 4 Floor Plan, received 11 August 2022

1611.E.08 Existing Elevations A-C, received 11 August 2022

1611.E.09 Existing Elevations D-G, received 11 August 2022

1611.E.10 Existing Elevations H-K, received 11 August 2022

1611.E.11 Demolition Plan, received 11 August 2022

1611.PA.01 Heights Parameter Plan, received 11 August 2022

13707-CRH-XX-00-DR-D-6188-P2 Proposed Junction Amendments, received 11 August 2022

Reason: For the avoidance of doubt.

Advice Notes

- 1 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.

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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 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 The development hereby approved includes the carrying out of a Highway Condition Survey. To agree the extent of the area to be surveyed contact the Highway Authority's Transport Development Management Team at transportDM@bristol.gov.uk5 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

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

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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 Travel Plan Statement / Travel Plan - Not Submitted

You are advised that a Travel Plan Statement / Travel Plan is required to be prepared and submitted using the Travel Plan Guide for New Developments and the associated templates at www.travelplans.gov.uk/travelplans

8 You are advised that to reduce the impact of delivery vehicles servicing the development a freight consolidation scheme can be utilised. Further details about freight consolidation are available at www.travelwest.info/freight.

Supporting Documents

2. Broadwalk Shopping Centre, Broad Walk, BS4 2QU.

1. The Application Site
2. Location Plan
3. Proposed Layout
4. Indicative Layout
5. Height
6. Indicative Images

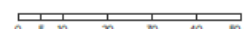
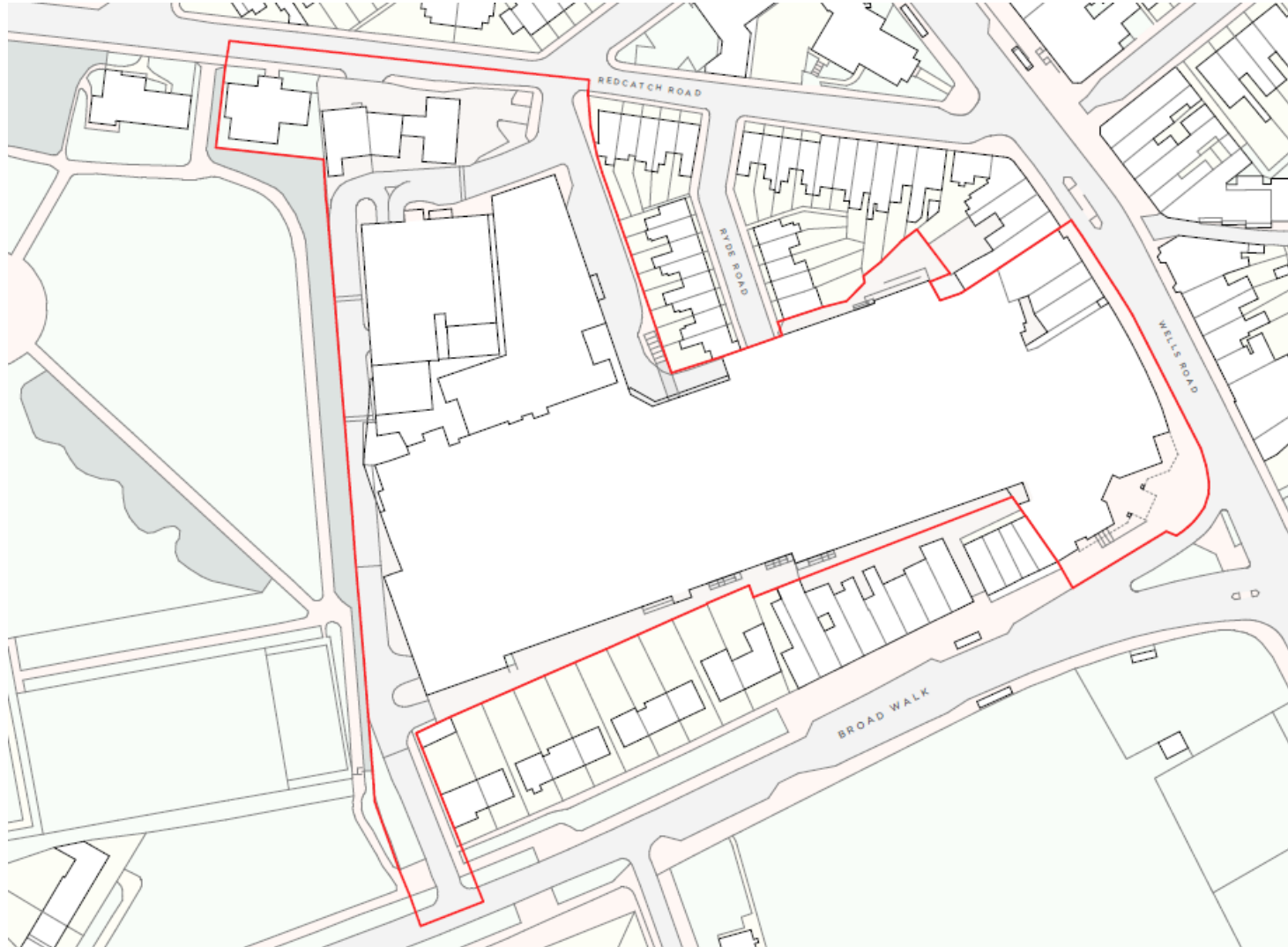
Broadwalk Shopping Centre (Sometimes referred to as Redcatch Quarter)

Application for Outline Planning Permission with some matters reserved
- Demolition of existing buildings and erection of a mixed use scheme comprising residential units (Class C3), commercial floorspace (Class E), community use (flexible Class E/Class F2), library floorspace (Class F1), cinema/ theatre floorspace (Class sui generis), vehicle parking spaces, cycle parking, and associated landscaping, public realm, access and servicing arrangements, and circulation space. All matters reserved except for access.

The Application Site



Location Plan



Application Details

- Outline application – Appearance, Scale, Landscaping and Layout are all reserved for subsequent approval. Only the Means of Access to the site is applied for in detail.
- Proposal includes the demolition of existing buildings and erection of a mixed use scheme comprising residential units (Class C3), commercial floorspace (Class E), community use (flexible Class E/Class F2), library floorspace (Class F1), cinema/ theatre floorspace (Class sui generis), vehicle parking spaces, cycle parking, and associated landscaping, public realm, access and servicing arrangements, and circulation space. All matters reserved except for access. (Major)

Proposed Layout



Consideration of the Application

- We are awaiting the outcome of the Viability Appraisal – Our assessment is that it should be 9.8%. Applicants think it is 7%.
- It is considered that the site can accommodate 850 homes, but detailed design will come at reserved matters stage. Parameter plans to be conditioned.
- Significant level of local interest – 231 objections, 27 in support.

Indicative Layout



Height



MAXIMUM HEIGHT

- 68.00 m AOD
- 69.00 m AOD
- 70.00 m AOD
- 75.00 m AOD
- 76.00 m AOD
- 77.00 m AOD
- 78.00 m AOD
- 81.00 m AOD
- 82.00 m AOD
- 84.00 m AOD
- 85.00 m AOD
- 86.00 m AOD
- 87.00 m AOD
- 88.00 m AOD
- 90.00 m AOD
- 91.00 m AOD
- 95.00 m AOD
- 96.00 m AOD
- 98.00 m AOD
- 99.00 m AOD
- 101.00 m AOD
- 102.00 m AOD
- 104.00 m AOD

Height

	Existing (AOD)	Extant Consent (AOD)	Proposed (AOD)
North west	76 m	77-82m	82-88m
North	71 m	77-82m	69-91m
Central North	81 m	94-97m	68-102
Central South	74 m	94-103m	68-102
South West	72 m	67-94m	84-96
Centre	74 m	82m	78-98
East	89 m	(as existing)	77-104

Indicative Images





Development Control Committee A – 5 July 2023

ITEM NO. 2

WARD: Brislington East

SITE ADDRESS: Christadelphian Meeting Room Church Hill Bristol BS4 4LT

APPLICATION NO: 22/01548/F Full Planning

DETERMINATION DEADLINE: 1 July 2022

Change of use of a place of worship (Class F) to a ten-bedroom House in Multiple Occupancy (Sui Generis).

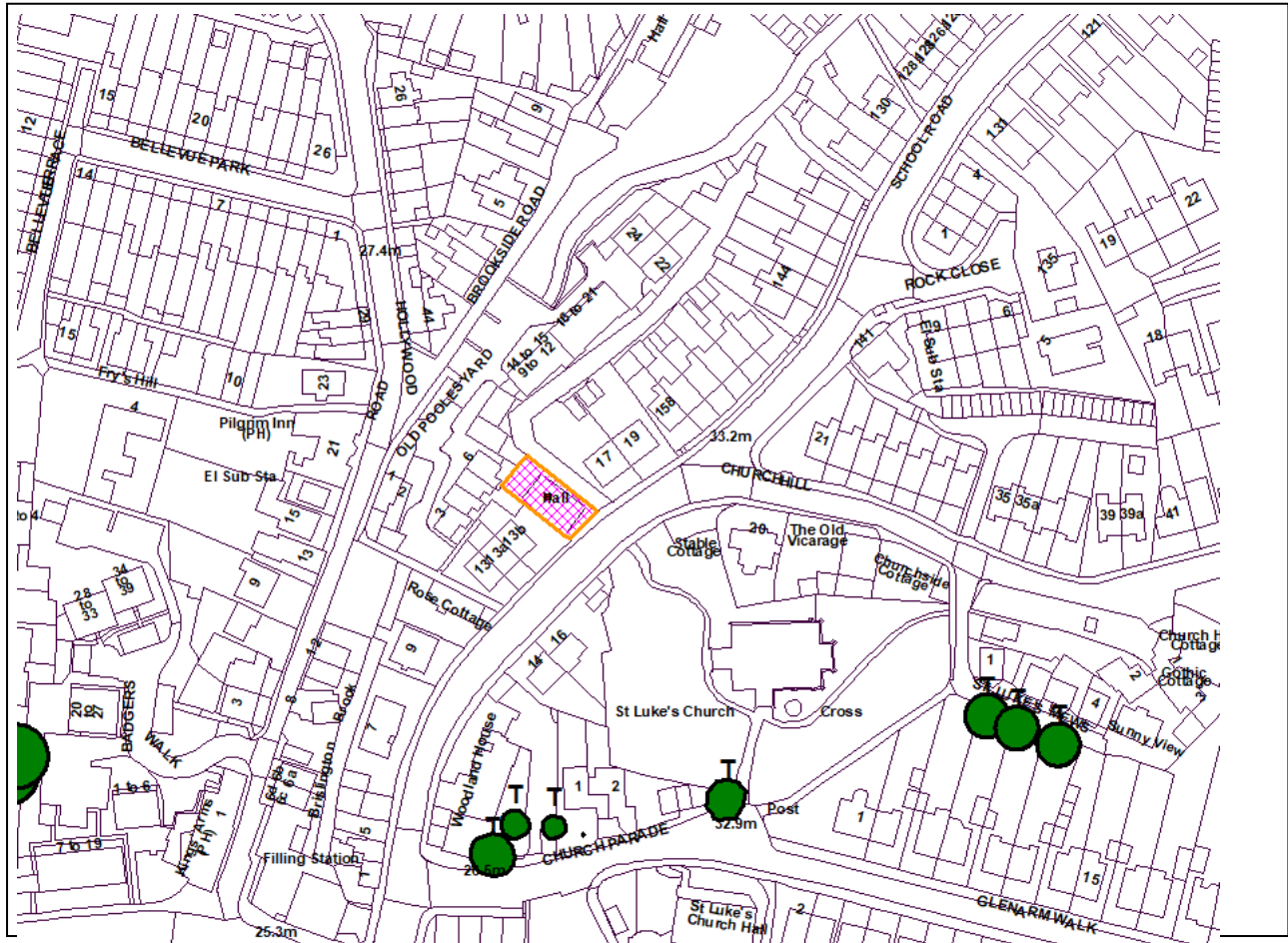
RECOMMENDATION: GRANT subject to Planning Agreement

AGENT: Pegasus Planning Group
 First Floor South Wing
 Equinox North
 Great Park Road
 Almondsbury
 Bristol BS32 4QL

APPLICANT: Build Logistics Ltd.

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

LOCATION PLAN:



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Application No. 22/01548/F : Christadelphian Meeting Room Church Hill Bristol BS4 4LT

REASON FOR REFERRAL

Local ward Member for Brislington East ward Councillor Katja Hornchen has referred the application should it be recommended for approval by officers for the following reasons:

- Cramped form of development
- Poor public transport therefore not a viable option for future residents leading to car ownership and parking impacts
- Loss of a community facility and existing lack of community facilities

SUMMARY

The application relates to the conversion of an existing building for use as a house in multiple occupation (HMO) with 10 bedrooms. The existing building is unoccupied (for the past 4 years) but was last in use as a place of worship and therefore categorised as a 'community building' in planning terms. The site within the Brislington Conservation Area. No off-street parking is proposed.

Public consultation has elicited 23 objections to the application on numerous grounds but primarily concerns around impact on parking, the principle of HMO additions in this area, noise and disturbance from the HMO use, future living environment and loss of community use.

Officers have assessed the proposal against all relevant policy and concluded that the proposal would be policy compliant in all respects. Approval is recommended subject to conditions and planning agreement.

SITE DESCRIPTION

The application relates to a detached building situated on Church Hill in Brislington East ward. The site comprises a former place of worship (Use Class F) and is known as the Christadelphian Meeting Room. The property has been unoccupied for the last 4 years.

The main entrance to the property is from Church Hill and a small front yard to the property is enclosed by a boundary wall. There is a change of topography from Church Hill dropping down to the rear of the site and the development of Old Poole's Wharf to the rear. The property has a small rear yard accessed via the property and via an external side access path. An access road (un-named, adopted unclassified highway) providing access to garages/ gardens to properties on Church Hill borders the north-east of the site. There is a drop in level from the yard down to the residential properties behind.

Church Hill is adopted unclassified highway and turns to School Road to the east of the site, where the junction of the side road also named Church Hill joins the street. There are double yellow lines immediately outside the site and extending beyond past the junction with Church Hill side road.

The wider area is predominantly residential in character including the properties immediately bounding the site. The property directly faces the Grade II* St Luke's Church.

The site is within the Brislington Conservation Area. The site is within a Coal Authority designated 'high risk' area and within Flood Zones 2 and 3.

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RELEVANT PLANNING HISTORY

There is no recent relevant planning history.

APPLICATION

The application is for change of use of the building from a place of worship (Use Class F) to a 10-bed House in Multiple Occupation (HMO) (Sui Generis). The development would provide 10no. bedrooms, 10no. en-suite bathrooms, a kitchen, a utility room and a lounge.

External alterations proposed include 12 new windows. The existing windows are proposed to be replaced with grey UPVC frames, with the top section fitted with obscured cladding panel to screen the floorplate beyond. To the south the lower section will be frosted to prevent views into the adjoining private garden.

A new pedestrian access is proposed within the existing north-east boundary wall of the site via the side access road. Installation of a waste/ recycling store is proposed to the frontage of the site and a cycle store to the rear of the site.

AMENDMENTS/ FURTHER INFORMATION SUBMITTED IN SUPPORT OF THE APPLICATION- MARCH 2023

Following case office review of the proposals, the applicant submitted further details in support of their application as follows:

- Supporting letter 3 March 2023
- Quotes for building works required;
- Details of u-values (insulation values for building materials);
- Updated proposed cross-sections, elevations and layout plan;
- Parking survey Tuesday 28th February and Wednesday 1st March;

PRE-APPLICATION COMMUNITY INVOLVEMENT

The application proposal is classified as a 'minor' planning proposal and pre-application community involvement (by the applicant) is not a requirement for minor planning proposals. It is required only for 'major' scale planning proposals.

RESPONSE TO PUBLICITY AND CONSULTATION

A Site Notice and Press Notice were posted/ published on 16.11.22 and neighbours (a total of 37) were consulted by individual letter dated 26.09.22. Following the submission of further information in respect of the application, further neighbour consultation (including application contributors) was carried out on 19.05.23.

A total of 23 contributors made comment on the application (including 2 comments to the reconsultation), all of which object to the application on the following grounds:

HMO concerns

- The proposed 10-bed HMO is not appropriate in this residential primarily family area.

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- There are other HMOs situated close by (including Church Hill and School Road).
- Brislington East do not have a licensing scheme in place unlike Brislington West so unless the Landlord registers it, HMO's often go under the radar. *1
- There are other townhouses converted to 2/3 flats adjacent and in the area

Proposed living environment

- Overdevelopment and poor-quality living environment- insufficient size to accommodate 18 adults (with 8 doubles and 2 singles) or 20 adults.
- Insufficient head height to double bedrooms.
- Lack of outside space.

Impact on neighbours

- Noise concerns- noise issues experienced with existing shared houses nearby.
- Crime and anti-social behaviour concerns
- The residence will turn into a hostel *2
- Harm to privacy due to overlooking from the yard *3

Parking, traffic and highway safety

- No off-street parking is proposed. Proposal could mean 20 more cars.
- Poor public transport means residents will need to own cars/ vehicles (buses 36 and 39 are frequently cancelled).
- Existing lack of on-street parking for households.
- When used as an active church, there was insufficient on street parking on Church Hill and residents couldn't park close to their houses.
- The submitted parking survey is inadequate and doesn't reflect the reality of the situation- some identified available parking spaces are close to junctions and not suitable.
- Church Hill is very busy (particularly at peak times) and current parking impacts on traffic flows. The bend in the road, narrowing of the road, bus stop and traffic queuing to reach the A4 near the site particularly impact traffic flows.
- Parking by residents of the development is likely to obstruct traffic flows and lead to unsafe parking arrangements.
- Lack of pedestrian crossing on School Road and pedestrian safety issues affecting especially children.
- Further traffic would increase air pollution, which is already poor.
- There would be no safe place for refuse vehicles to stop and collect.

*Loss of community use**External alterations proposed*

- Proposed windows are not in keeping with the building

Other

- Insufficient waste/ recycling facilities
- Fire risks due to layout and only a single exit point *4
- Lack of neighbour notification *5
- The proposal would negatively impact property prices in the area *6
- Pressure on local infrastructure (including health services and schools) *7

*1- There are 3 types of property licence:

1. Mandatory HMO Licence – this is for any property of 5 or more individuals sharing- applies nationwide.

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2. Additional HMO Licence – this is for smaller HMO's of 3 or 4 sharing & only applies where a local authority introduces it to all or part of its district, as in Bristol.
3. Selective licence – this is for all non-HMO properties (single people, families etc.) & only applies where a local authority introduces it to all or part of its district, as in Bristol.

*2- Concern regarding hostel- if granted, permission would be for an HMO only. A hostel use would require a further planning application.

*3- Privacy- The agent advises that since application submission, a 1.8m high close-boarded fence is to be imminently erected along the boundary with neighbours under permitted development rights.

*4- Fire safety risks for proposals of this scale are dealt with via Building Regulations.

*5- Neighbour notification- See summary above of neighbour notification carried out.

*6- Property prices- this is not a material consideration in the planning process

*7- Impact on local infrastructure- The Community Infrastructure Levy is the mechanism to raise funds from developers who are undertaking new building projects, to help pay for infrastructure that is needed to support new development. It can be used to fund a wide variety of infrastructure including schools and health facilities.

All other case officer responses to the public consultation are covered within the relevant Key Issues section below.

INTERNAL CONSULTATION (BRISTOL CITY COUNCIL CONSULTEE ADVICE)

The Transport Development Management Team advised that [in summary] 'Notwithstanding the above, it is accepted that within 150m of the site and excluding the Southeast side of Church Hill, there is likely to be sufficient space to park 5x additional vehicles... However, given that current parking stress is likely much greater than estimated by the applicant for the reasons given above, TDM is keen to secure **a contribution of £6,310 in addition to design and implementation fees** towards a TRO for parking restrictions on the Southeast side of Church Hill to ensure that inappropriate footway parking in the vicinity of the site is not intensified by the development to the detriment of highway safety and traffic flow.'

The Community Buildings Officer objected to the proposal on the grounds of the loss of community infrastructure- full comment below:

"The application for change of use of this property raises a major concern about the loss of community infrastructure.

There is a general shortage of community buildings to meet the demand from community-based groups and organisations in Bristol. Some of these orgs have a requirement to be based in a specific location, but others are much more flexible and are keen to find suitable accommodation anywhere in Bristol, as they serve communities of interest that are prepared to travel greater distances, compared with geographic communities.

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There are very few generic community centres in the Brislington area. There are some church halls, a couple of scout buildings, and a library, but the area lacks general community buildings that are available for hire.

The majority of community halls/buildings tend to have a main hall of between 100-200m², with additional kitchen facilities, storage areas, toilets, a couple of small offices or pods, and an outside area. This type of community building is capable of meeting the bulk of existing community needs. Some buildings have a larger main hall, which can often be sub-divided into two lettable spaces. In addition to this, Bristol has a smaller number of much larger community buildings, spread across the city. These provide accommodation for large gatherings, community events, public meetings, wakes, weddings, parties, etc. These larger venues have a much wider catchment area and tend to have larger carparks and are often located near good public transport links.

Community users/tenants usually can't afford to pay high rents, so they are often priced out of the market when property owners/landlords look for commercial tenants, or sell properties for development on the open market. In the case of the Christadelphian Meeting Room, this property would be very suitable for another faith organisation for both public worship and community activities. Many churches and faith groups share their buildings with scouts, local community groups and charities, self-help groups, etc.

The Meeting Room at Church Hill is located within a densely populated area. Its location and size make it ultimately suitable for continued faith & community use, or just a range of community uses. Converting it to residential extinguishes the existing community use in an area where there is high demand for this type of building.

BCC receives a large number of enquiries from community orgs each year, all looking for vacant premises that they can rent or (in some cases) buy. On average we receive at least two enquiries each week. There is much more demand for community buildings than BCC will ever be able to supply, so we signpost people to other community buildings that can sub-let some of their 'spare' space, or to property agents that can keep an eye on the market to help these orgs find suitable accommodation.

In recent months we received enquiries from two faith organisations that are very keen to acquire their own building.

8 Nov 2022: church in central Bristol currently hires a school building every Sunday. They now require more space and are looking for a bigger building. They also need to accommodate church activities during the week, when the school hall that they usually rent is not available. I have made them aware of the planning application and suggested they contact the owners/agent to enquire if they can purchase the Meeting Room.

18 January 2023: enquiry from a long-established church in North Bristol. They have outgrown their current building (which they rent from a third party) and they also need to accommodate a growing programme of youth and community activities, for which their existing building is not suitable. I have signposted them to the Meeting Room too.

There is an acute shortage of 'community buildings' across Bristol, with many interested parties all competing for a small number of buildings that become vacant each year. We continue to receive many enquiries from a very wide range of different groups and organisations. We don't have the capacity to log all enquiries, but we keep copies of email correspondence and you are welcome to inspect these to see for yourself the huge unmet demand that exists in Bristol.

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My colleagues in the Community Development Team will be very aware of the many community projects that require accommodation.

We also work with Voscur and the Black South West Network - these are Bristol-based umbrella organisations that provide support/advice to community-based organisations. Both are very familiar with the high demand for more community buildings and both are actively trying to help alleviate the current need by sharing information and bringing organisations offering space into contact with orgs requiring space.

Please let me know if you require any further details. I can supply you with contact details for Community Development area managers and for Voscur and BSWN, if required.”

The Pollution Control (Environmental Health) Officer advised that each application is judged on its own merits and impact would depend on how great the intensification of residential use is, the positioning of communal rooms and any new bathrooms in relation to neighbouring properties/party walls and the level of complaints and objections from neighbouring residents. A Management Plan would be helpful in assessing an application but would not be conditioned. A commitment to carry out insulation works would be preferable to this not being considered and it can then be determined whether a fuller noise assessment is necessary or not.

The Air Quality Officer advised that the development is small and therefore the changes to traffic will be considered insignificant in terms of AQ impacts. Also, the overall annual pollution levels along the road won't breach current standards so there is no way of objecting on these grounds. That's not to say the air pollution isn't potentially poor when traffic is queuing or that air pollution levels will be without health impacts. Given the current legal limits in place and lack of planning mechanisms to push for better consideration of air pollution in these types of planning applications, I have to conclude that air pollution is not a reason to resist this type and scale of development in this location.

The Land Contamination Officer raised no objection subject to a relevant condition.

The Flood Risk Manager comments that the proposals shall have no effect on surface water flood risk and drainage.

The Private Housing Service advised as follows:

- No application for an HMO licence has yet been received. The landlord of a newly rented property has 28 days to apply from when the property was occupied.
- There are 3 types of property licence.
 1. Mandatory HMO Licence - for any property of 5 or more individuals sharing & applies nationwide.
 2. Additional HMO Licence - for smaller HMOs of 3 or 4 sharing & only applies where a local authority introduces it to all or part of its district, as in Bristol.
 3. Selective licence - for all non-HMO properties (single people, families etc.) & only applies where a local authority introduces it to all or part of its district, as in Bristol.

The planning application proposal will require a Mandatory HMO licence.
- Applicants for an HMO licence make an application specifying requested occupancy. The Private Housing Service makes an assessment of possible occupancy based on licensing standards. The licence restricts the occupancy accordingly.

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- The HMO licence standards include assessment of bedroom, communal area and kitchen sizes and bathroom/ WC provision (amongst other matters).
- Bedroom floor areas need to take account head heights (below 1.5m would not count towards the minimum floor area). Below 10.2sqm would be a single bedroom. (Ensuites are excluded from the minimum floor area. The floorspace areas shown on the 'Proposed Floor Plans' are for bedrooms only and exclude the ensuites).
- Proposed development: the kitchen and communal floor areas would meet the minimum space standard for 18 residents sharing.
- Kitchens require 1 set of facilities per 5 residents (1 set is a hob & oven, basin & drainer, fridge freezer, cupboard space and worktop space, 4 electrical sockets). A fully detailed plan of kitchen facilities has not been submitted (this is a licensing requirement and not a planning requirement). If they can/could fit 4 sets of facilities in the kitchen, then they could achieve an occupancy of up to 18. Otherwise, occupancy on the HMO licence would be limited to either 10 or 15 residents based on how many sets of kitchen facilities can be provided.
- HMO Licences include conditions such as the following 'The licence holder and/or manager must issue new tenants/occupiers with a tenancy/written agreement that include clauses that will allow the licence holder to take reasonable steps to tackle anti-social behaviour and ... Must take all reasonable steps to deal with anti-social behaviour perpetrated by occupiers and/or visitors to the property.'

The Sustainability Manager advised that 'the details provided suggest that the thermal envelope of the building is being upgraded, and the u values proposed meet the minimum building regulations requirements. Further details should be sought of the ASHP system via condition to ensure this has been appropriately sized based on the heat loss rate of the building.'

EXTERNAL CONSULTATION (CONSULTEE ADVICE)

The Coal Authority advised that the development was exempt from coal risk assessment (being a change of use) but recommended that an informative note be attached to any permission granted.

The Environment Agency confirmed that they are satisfied that the proposed conversion is located within Flood Zone 1 and have no comments on the proposal in terms of flood risk.

The Bristol Waste Company has advised that they would provide the standard kerbside service for this development and listed the recommended number and type of containers. There should be a suitable presentation point adjacent to the highway where containers can be placed for collection by a resident or building manager on the relevant collection day. *Summarised- for full comment, see online application record.*

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

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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 sets out the Public Sector Equalities Duty (“PSED”):

149 Public sector equality duty:

(1) A public authority must, in the exercise of its functions, have due regard to the need to—

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it...

(3) Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to—

- (a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;
- (b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;
- (c) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

(4) The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.

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 would result in the loss of a community building as considered at Key Issue B (below). The building is currently unoccupied and therefore any impacts would be indirect and would relate to the future potential of the building to be used by those who share protected characteristics.

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It is noted that the building as existing does not have any physical design features such as specialised disabled access and/or facilities that are particular to this premises. Considering the number and type of community uses identified nearby to the proposal site, it is considered that there is adequate provision that meets the needs and expectations of the whole community. Therefore, it is not considered that the proposed development would result in any shortfall in the provision or quality of community facilities as per the requirements of DM5 and BCS12.

The proposal would provide a house in multiple occupation (HMO). This would provide a housing type that would meet the needs of certain groups within the population by meeting relevant standards and would reduce pressure on the conversion of existing homes to meet this demand. However, the proposed HMO would not specifically address the needs of any of the groups with identified protected characteristics and has not been designed to be accessible for the disabled. This is in line with relevant planning policy for developments of this nature.

Overall, it is considered that the approval of this application would not have any adverse impact upon any protected group. Therefore, the requirements of s149 of the Equalities Act 2010 have been duly considered.

KEY ISSUES**(A) SUSTAINABLE DEVELOPMENT AND THE HOUSING DELIVERY TEST**

The National Planning Policy Framework (NPPF, 2021) states that "the purpose of the planning system is to contribute to the achievement of sustainable development". This includes economic, social and environmental objectives. Local Plan Policy DM1 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.

NPPF Paragraph 11 (c) and (d) states that decisions should **apply a presumption in favour of sustainable development** [case officer emphasis].

On 14th January 2022, the government published the results of its 2021 Housing Delivery Test, which aims to measure how effectively each local authority is delivering housing against the NPPF requirement to demonstrate a five-year supply of deliverable housing sites plus five per cent land supply buffer. Bristol was found to be delivering only 74% of the housing requirement (approximately 3.7 years of supply). However more recent estimates indicate that the current housing land supply is not greater than 2.45 years. The penalties for this are that Bristol will have to provide a "buffer" of sites for 20% more homes than are needed to meet their five-year target, has been required to produce a Housing Action Plan, and the presumption in favour of development in the NPPF will apply.

In view of this position, the current policies of the Bristol Local Plan are deemed 'out-of-date', and paragraph 11(d) of the NPPF, and the 'tilted balance' is engaged. **Applying the 'tilted balance' to this application involves two aspects to understanding whether planning permission should be granted** [case officer emphasis] (NPPF paragraph 11 (d)), which 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;

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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 Brislington Conservation Area. As covered below by Key Issue (E) *Urban Design and Heritage* below, the proposal is deemed to preserve the character of the Conservation Area and therefore meets the test of point i).

In relation to point ii), the remaining report assesses the proposal against the development plan, along with other material considerations (including the NPPF), culminating in a consideration of the planning balance. In determining the application, it must be considered **whether any adverse impacts of the granting planning permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.**

Contribution to housing supply

Core Strategy Policy BCS5 sets the minimum new homes target for the city. As set out above, Bristol has failed to meet the housing requirements established by the Housing Delivery Test and the required to provide a "buffer" of sites for 20% more homes than are needed to meet the five-year target. Recent estimates indicate that the current housing land supply is not greater than 2.45 years.

Core Strategy Policy BCS20 seeks to ensure that all developments maximise the use of previously developed land, achieving densities appropriate for the respective site. The NPPF also promotes the effective use of land and development of under-utilised land and buildings, especially where land supply is constrained, while safeguarding and improving the environment and ensuring safe and healthy living conditions (paragraph 119- 120).

The development would contribute to the housing supply for the city and would provide housing in a built-up area, in a more sustainable location, bringing a vacant building back into use. For the purposes of housing supply figures, this development would count as 1 additional residential unit (as advised by the Strategic Planning Policy Team).

(B) LOSS OF COMMUNITY USE

The existing land use as a place of worship constitutes a community use.

Policy

The NPPF (paragraph 93) states at section c) that planning decisions should guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs. Policy BCS12 of the Bristol Core Strategy states that existing community facilities should be retained unless it can be demonstrated that there is no longer a need to retain the use or where alternative provision is made.

Development Management Policy DM5 'Protection of Community Facilities' states that: Proposals involving the loss of community facilities land or buildings will not be permitted unless it is demonstrated that:

i. The loss of the existing community use would not create, or add to, a shortfall in the provision or quality of such uses within the locality or, where the use has ceased, that there is no need

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or demand for any other suitable community facility that is willing or able to make use of the building(s) or land; or

- ii. The building or land is no longer suitable to accommodate the current community use and cannot be retained or sensitively adapted to accommodate other community facilities; or
- iii. The community facility can be fully retained, enhanced or reinstated as part of any redevelopment of the building or land; or
- iv. Appropriate replacement community facilities are provided in a suitable alternative location.

The submitted Planning and Design and Access Statement (PDAS) and letter of 3 March 2023 seek to demonstrate in accordance with part i) of Policy DM5 that “The loss of the existing community use would not create, or add to, a shortfall in the provision or quality of such uses within the locality”. It sets out the following considerations:

- The use has not been operational for around four years. The loss of the church was ‘organic’ in nature and there is insufficient demand for this denomination in the locality. No Christadelphian church remains within the Brislington area with the nearest Christadelphian church being located in Downend.
- A review of alternative religious and community activity buildings (excluding schools, hospitals and public houses) within the area indicates the following community uses within 1km of the site, including a comparable facility at St Luke’s Church Hall within 100m of the site:
 - o Church – 4
 - o Church hall- 1
 - o Scout hall- 1
 - o Conservative Club- 1
 - o Public library – 1
 - o Day nursery and pre-school- 1
 - o Children’s centre- 1
 - o Rugby football club- 1
- Failure to facilitate a viable alternative use could lead to ongoing decline of the building and the proposal would safeguard the long-term future of a building of merit within the Conservation Area
- The building is of a limited size and extensive renovations required would make a community use or less intensive residential use unviable and include the following requirements:
 - o Ground stability works due to subsidence (quote provided £26,000)
 - o Full roof replacement (also to prevent walls splaying) (quote of £20,400)
 - o Other building works (quote- £56,875)
 - o This amounts to a total of over £100,000 for basic works with additional costs of fit-out required (e.g. new disabled toilet).

The Community Building’s Officer advice

For full comment see ‘Consultee Comment’ Section above and online. However, in summary, the Council’s advisor on community buildings in respect of planning applications has raised major concerns regarding the loss of community infrastructure given that there is a general

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shortage of community buildings citywide and locally with Brislington lacking general community facilities available for hire in particular.

They have commented that the Christadelphian Meeting Room would be very suitable for another faith organisation for both public worship and community activities or a range of community uses. They advise that Bristol City Council (BCC) receives a large number of enquiries from community organisations each year, all looking for vacant premises that they can rent or (in some cases) buy. On average BCC receives at least two enquiries each week. There is much more demand for community buildings than BCC will ever be able to supply, so people are signposted to other community buildings that can sub-let some of their 'spare' space, or to property agents that can keep an eye on the market to help these organisations find suitable accommodation. In recent months (Nov 2022 and Jan 2023), enquiries have been received from two faith organisations that are very keen to acquire their own building and are looking for larger premises. They have been signposted to the Meeting Room as an option.

Summary and conclusion

Taking into account the above considerations, despite the concerns of the 'Community Buildings' Officer', it is the view of officers that criterion (i) of Policy DM5 - 'The loss of the existing community use would not create, or add to, a shortfall in the provision or quality of such uses within the locality'; has been met. There are a number of other community facilities identified in the area.

While the Community Buildings' Officer advice is noted, there is no specific evidence of any community group seeking premises in the specific locality or for a building of this nature. Two faith organisations looking for space have been referred to the application building as a possible option but without this being taken further.

In addition, it is the view of officers that criterion (ii) of Policy DM5 is also likely met- 'The building or land is no longer suitable to accommodate the current community use and cannot be retained or sensitively adapted to accommodate other community facilities.' It is clear that the building requires investment in order to bring it back into viable use as a community use, which may exclude some organisations seeking space.

In conclusion, officers assess the loss of the community use as being policy compliant.

(C) PROPOSED HOUSE IN MULTIPLE OCCUPATION (HMO) USE*Policy*

Core Strategy Policy BCS18 requires 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." Policy DM2 of the Site Allocations and Development Management Policies acknowledges that shared housing makes an important contribution to people's housing choice within the city.

Bristol Local Plan Development Management Policy DM2 states that proposals for conversion of buildings to houses in multiple occupation will not be permitted where:

i. The development would harm the residential amenity or character of the locality as a result of any of the following:

- Levels of activity that cause excessive noise and disturbance to residents; or
- Levels of on-street parking that cannot be reasonably accommodated or regulated through parking control measures; or
- Cumulative detrimental impact of physical alterations to buildings and structures; or

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- - Inadequate storage for recycling/refuse and cycles.
- ii. The development would create or contribute to a harmful concentration of such uses within a locality as a result of any of the following:
- Exacerbating existing harmful conditions including those listed at (i) above; or
 - Reducing the choice of homes in the area by changing the housing mix.
 - Where development is permitted it must provide a good standard of accommodation by meeting relevant requirements and standards set out in other development plan policies.

Physical alterations, waste, cycle storage, parking

In relation to criterion (i) of Policy DM2, officers advise that all physical alterations and waste/cycle storage arrangements are acceptable as covered in detail below. Parking impacts would also be acceptable- refer to Key Issue G for full detail.

Noise, activity and disturbance

Local concerns have been raised in particular about noise, activity and disturbance.

A material consideration is the comparison to the existing lawful use of the site as a community facility (albeit currently vacant). The existing lawful use of the site is unrestricted in terms of use of the outside areas, activities and times of operation.

The application site relates to a detached building and therefore direct noise transfer between properties (i.e. through a party wall) would not take place, so noise considerations would relate to noise outbreak from the fabric of the building/ windows, noise generated when entering/ leaving the property, use of external areas and any plant or machinery.

Proposals for the development or intensification of HMOs may be subject to building regulations requirements relating to sound reduction. The requirements are set out in Building Regulations Approved Document E and mainly relate to the sound insulation values for separating wall, floor and stair partitions. In this case (a detached building), this would relate to noise transfer within the building only (as there are no adjoining buildings).

The external space of the property is of a limited size, primarily providing access to the cycle store thereby naturally limiting larger gatherings. Some noise outbreak from windows would be expected to occur, however this would not be considered to be significantly more harmful than that of an unrestricted community use.

The Council's Pollution Control Officer has advised that a Management Statement would help to provide reassurance as to any recourse to dealing with noise issues. This could also form part of the Licensing application. This has been requested from the agent 14.06.23, who has instructed this to be produced. Officers will provide an update via the Amendment Sheet.

Supplementary Planning Document (SPD) 'Managing the development of houses in multiple occupation' (Adopted 3 Nov 2020) sets out that all HMO property licence holders must comply with the West of England - Code of Good Management Practice. The West of England Rental Standard Rent with Confidence is a voluntary set of realistic standards and requirements that sets out clearly what landlords and agents need to do when letting or managing a property.

It is the advice of officers that while some difference in levels of activity compared to the existing use would be noted by immediate neighbours of the site, such impacts would not be so significant as to harm the residential amenity and character of the area overall.

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Criterion (ii) of Policy DM2 considers whether development would contribute to a harmful concentration of such uses in a locality by reason of exacerbating harmful conditions, reducing housing choice. Supplementary Planning Document (SPD) 'Managing the development of houses in multiple occupation' (Adopted 3 Nov 2020) sets out further guidance to assess whether a 'harmful concentration' would be created. These assessments are the 'Sandwiching Assessment' (street level), the HMO Threshold Assessment (Neighbourhood Level). Additional guidance is provided on what constitutes a 'good standard' of accommodation including the current standards for HMO properties.

There are no licensed HMOs on Church Hill or within a 100m radius of the site. There is an HMO at 131 School Road (with an occupancy of 5) approximately 200m to the north east. Within Brislington East Ward there are 15 licensed HMOs, equivalent to 0.28% of total properties. 8 of these licensed HMOs are located within 150- 250m of the site on Bristol Hill (nos.15, 27, 29, 35, 45, 51 and 53) and 62 Grove Avenue.

The development has been assessed in terms of all of the relevant guidance and passes these assessments and achieves, on balance, a good standard of accommodation overall. For consideration of 'space standards' see Key Issue E below.

(D) RESIDENTIAL AMENITYImpact on neighbouring occupiers

Core Strategy Policy BCS21 states that new development will be expected to safeguard the amenity of existing development (properties).

The quality of the living accommodation for future residents and the impact on neighbours in terms of noise, disturbance and anti-social behaviour has been raised by contributors to the application. Noise matters in relation to the HMO use are covered above. The noise impact of the proposed air source heat pump (ASHP) can be addressed via condition.

Privacy and boundary fences

The proposed development would have an acceptable relationship with neighbouring properties given the specific separation distances and angles of view from windows over neighbouring properties and their gardens, that in some instances would be comparable to existing residential relationships. The application submission states that 'the 1.8m high boundary fence to the rear is off-set from the boundary wall to address the relationship with neighbours... This could be erected under permitted development rights at up to 2m above ground level (being inset from the retaining wall) and therefore the applicant will therefore imminently be installing a standard 1.8m high fence". The proposed bike store would sit within this form.

Proposed living environment- future occupiers

Core Strategy Policy BCS21 states that new development will be expected to safeguard the amenity of existing development and create a high-quality living environment for future occupiers. Policy DM27 of the Site Allocations and Development Management Policies Document (SADMP) states that development will enable existing and proposed development to achieve appropriate levels of privacy, outlook and daylight. Policy DM2 'Residential Sub-divisions, Shared and Specialist Housing- General Criteria' states that where development is

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permitted it must provide a good standard of accommodation by meeting relevant requirements and standards set out in other development plan policies.

Space standards and occupancy level

The relevant space standards are set out within the Council's Supplementary Planning Document (SPD) 'Managing the development of houses in multiple occupation' and on the Council's website. The HMO licence standards include assessment of bedroom, communal area and kitchen sizes and bathroom/ WC provision (amongst other matters).

Following the advice of the Council's Private Housing Team (who are responsible for HMO Licensing), it is advised that the proposal would meet the relevant space standards in terms of bedroom, kitchen and communal space **floor areas** for an **occupancy of 13 people**.

This is based on 7 single bedrooms (Bedrooms 1, 2, 6, 7, 8, 9, 10) and 3 double bedrooms (Bedrooms 3, 4, 5). This occupancy level is based on the licensing standards (10.2sqm for a double bedroom) and takes into account head heights at the proposed first floor (roof level). The minimum floor area excludes ensembles. The floorspace areas shown on the 'Proposed Floor Plans' drawing are for bedrooms only and exclude the ensembles.

Only floorspace with a head height above 1.5m is counted towards the minimum floor area requirement. The floor areas shown on the proposed first floor plan need to be considered in conjunction with head heights. The case officer has measured only the floor area within minimum head height of 1.5m in concluding that Bedrooms 6-10 would be suitable only for single occupancy (as that area would be below 10.2sqm). The absolute minimum for a single room is 6.51sqm and all of the bedrooms meet that requirement.

Further detail would be needed in terms of kitchen facilities, and it may be necessary to restrict the HMO License to the lower number of 10 depending on ability to accommodate these. Kitchens require 1 set of facilities per 5 residents (1 set is a hob & oven, basin & drainer, fridge freezer, cupboard space and worktop space, 4 electrical sockets). A fully detailed plan of kitchen facilities has not been submitted (this is a licensing requirement and not a planning requirement). Occupancy on the HMO licence may need to be limited to either 10 or 15 residents based on how many sets of kitchen facilities can be provided (i.e., either 2 or 3 sets).

In summary, Members can be satisfied that the proposals meet the relevant space standards in planning terms. Any planning permission granted could not restrict the occupancy level, but further detail would be required at the Licensing application stage, at which point occupancy can be restricted. **The size of the bedrooms would be the main limiting factor and would likely limit the overall HMO occupancy to a maximum of 13 residents, though provision of kitchen facilities may limit the occupancy further, potentially to 10 residents.**

Privacy, light and outlook

All proposed bedrooms and communal accommodation would experience acceptable levels of privacy. 2 of the ground floor bedrooms would have an outlook at 5m separation distance onto the flank elevation of the adjacent house 13b Church Hill. Ground floor bedrooms would have windowsill heights of 1.4m, which while 30cm higher than normal windows would facilitate natural light and outlook. First floor bedrooms would be served by rooflight windows with a sill height of 1.6 m.

Kitchen and lounge/ diner facilities are proposed at the lower ground floor level. The kitchen would be reliant on artificial light because it would be served only by a small window, which faces a boundary wall at close distance. The requirement for artificial lighting within kitchens

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is stated by the applicant to be common practice as kitchen activities often require task lighting in any case, even in well-lit environs. Lounge/ dining facilities would be well-served by two windows with sill heights of 1.1m.

While the quality of the living environment is not a high standard taking into account the outlook of some rooms and light levels of communal spaces, on balance, officers consider the quality of the living environment to be acceptable overall and that this should not be a reason for refusal of the application taking into account the city's housing need requirements, which carry significant weight.

Fire safety

The Building Regulations are responsible for consideration of fire safety considerations for developments of this nature.

(E) HERITAGE AND URBAN DESIGN CONSIDERATIONS

The proposed external alterations to the building would be acceptable and would safeguard the character and appearance of the Brislington Conservation Area.

(F) TRANSPORT- PARKING, TRAFFIC AND HIGHWAY SAFETY

Policy

Of relevance to this site, the National Planning Policy Framework (NPPF) sets out that in considering applications, it should be ensured that appropriate opportunities to promote sustainable transport modes are taken and any significant impacts from the development on the transport network or on highway safety, can be cost effectively mitigated to an acceptable degree (para. 110). "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. 111).

Policy BCS10 of the Bristol Core Strategy states that proposals should minimise the need to travel, especially by private car, and maximise opportunities for the use of walking, cycling and public transport and sets out a user hierarchy for transport priorities with pedestrians then cyclists at the top.

Policy DM23 of the Site Allocations and Development Management Policies Document (SADMP) highlights that development should not give rise to unacceptable traffic conditions and will be expected to provide safe access to the highway network, access to public transport, improvements to overcome unsatisfactory conditions, enhanced pedestrian and cycle network- it also sets out parking standards (maximum standards).

Site highway context

The site is not within a Residents Parking Area (RPA). Church Hill is a busy route and local residents comment that traffic often queues along Church Hill to access Bath Road. A bus service runs along this route with the closest stop to the south-east of the site.

The road narrows in some sections and where vehicles park on-street, this has potential to prevent two-way traffic. Double yellow lines prevent parking at the narrow section of Church Hill joining Bath Road. Between 7 Church Hill and the application site there is no double yellow lining to either side of the road, however drivers appear to park cars only on the north-western side of the road in recognition that parking on both sides would restrict traffic movements.

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Passing spaces are created where driveway accesses prevent parking. Immediately outside the site, double yellow lines continue onto School Road past Church Hill side road.

Parking, traffic and highway safety considerations

The existing property has no off-street parking, and no parking for the house in multiple occupation (HMO) is proposed. There are no minimum parking standards and therefore the policy test (out set out above) is whether the development would have an unacceptable impact on highway safety or traffic conditions or severe impact on the road network.

While the existing building has been vacant for some time and therefore generates no parking demand currently, the existing land use as a place of worship (Use Class F1) would generate its own demand for parking. Public comment received stated that when the building was in active use it had its own impacts on parking demand, leading to residents being unable to park nearby to their homes.

The Transport Development Management (TDM) Officer advises that the proposed 10-bedroom house in multiple occupation (HMO) would generate a demand for an average of 5 parking spaces based on the Census data for this ward (which for 1-bedroom apartments shows that the car ownership level is approximately 49%). It is acknowledged that local residents have concerns that the occupancy level of the HMO could be up to 20 people and therefore would generate a parking requirement of 20 parking spaces. While these concerns are noted, as this approach is not supported by the Census car ownership evidence, refusal of the scheme based on such objection is not advised. Furthermore, based on Licensing requirements, the occupancy would likely be restricted to between 10 and 13 people.

Local objection has also been received to the proposal that there is an existing lack of parking availability and that parking as a result of the development would result in traffic flow and highway safety issues. Residents comment that public transport is poor in this location and that residents would rely on cars. Residents advise that there are already highway safety issues along this road, including the bus stop, where buses obstruct traffic movement and due to the bend of the road/ the brow of the hill and visibility issues.

The closest bus stop to the site is on Church Hill to the south-west, formerly served by bus services 513 and 514 however it cannot be confirmed if these services are still running- a search via the Travelwest website indicates that they are not. Other bus service routes run along Bristol Hill as follows: 435, 349, 39, 668, X39 and 522 with bus stops within 200m of the site (considered walking distance). Therefore, while the site is located in an 'Outer Urban Area' (as defined by the Urban Living Supplementary Planning Document), it is in a more sustainable location for that area being situated close to regular bus routes.

A parking survey was submitted with the application and amended at the request of the Transport Development Management (TDM) officer to follow the Council's methodology. TDM have raised a number of criticisms of the survey methodology. However, taking into account these shortfalls, TDM are still satisfied that within 150m of the site and excluding the south-east side of Church Hill, there is likely to be sufficient space to park 5 vehicles.

TDM has advised however that given that the current parking stress is likely much greater than estimated by the applicant for the reasons given in their TDM comment (see full comment), they are keen to secure a contribution of £6,310 (in addition to design and implementation fees) towards a traffic regulation order (TRO) for parking restrictions on the south-east side of Church Hill to ensure that inappropriate footway parking in the vicinity of the site is not intensified by the development to the detriment of highway safety and traffic flow.

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TDM do not consider the level of traffic or parking demand generated to have unacceptable impacts on traffic levels or highway safety. Air quality considerations are set out below.

Cycle parking

A covered bike shelter is proposed with space provided for 10 bicycles. This is a sufficient number of cycle parking spaces but does not constitute a secure form of cycle storage and a condition is therefore recommended to seek a secure cycle store.

Waste/ recycling collection

Sufficient space is available within the proposed waste storage area (within the front yard of the site) to accommodate the required number of waste storage bins and boxes recommended by Bristol Waste (refer to full comment online). The pavement in this location is of sufficient width for the placement of bins/ containers for collection. A condition is required to specify that waste receptacles must not be left on the footway.

Transport/ highways summary

It is the advice of officers that the proposals would be acceptable in transport/ highway terms in all respects.

(G) SUSTAINABILITY

The Bristol Core Strategy (21 June 2011) contains specific policies relating to sustainability as follows: Policy BCS13: Climate Change, BCS14: Sustainable Energy, BCS15: Sustainable Design and Construction and BCS16: Flood Risk and Water Management. Developers are required to demonstrate through Sustainability Statements and Energy Statements how they have addressed the objectives of these policies.

A Sustainability Statement and Energy Statement have been submitted. The thermal envelope of the building is proposed to be upgraded and the u-values proposed meet building regulations requirements. An air source heat pump is proposed (solar panels have been avoided to minimize the Conservation Area impact) and is shown in the rear yard of the property. Full details of the air source heat pump (including noise levels) should be provided by condition

(H) OTHER MATTERS

Flood risk and drainage- No objections on flood risk/ drainage grounds.

Air quality - Air quality has been raised as an issue by residents, particularly in respect of queuing traffic along the road. Overall, the annual pollution levels along the road would be in line with current standards. Changes to traffic arising from the proposal would be considered insignificant in terms of air quality impacts. Given the current legal limits in place and current planning policy considerations, there would be no objection from the Council's Air Quality Team.

Land contamination- No objection subject to conditions.

Coal risk- the site is in a 'Coal High Risk Area'; however the development is exempt due to being a conversion. An informative note regarding the coal risk is required.

(I) HEADS OF TERMS

A Section 106 legal agreement would secure fees for implementing a TRO for double yellow lines along Church Hill.

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COMMUNITY INFRASTRUCTURE LEVY

The CIL liability for this development is £18230.36

PLANNING BALANCE AND CONCLUSION

In summary, it is the advice of officers that the proposed loss of the community use would be policy compliant, and that sufficient parking availability has been demonstrated to accommodate parking demand generated by the development. The site is within walking distance of a number of bus routes.

The benefits of the proposal include making efficient use of land, bringing back into use a building of merit in the Conservation Area, contribution to housing supply (the equivalent of 1 residential unit), upgrading of the building to a more sustainable form development and short-term benefits in terms of employment during the construction process.

There would be considered no adverse impacts of the development except that the living environment in terms of the outlook of some rooms would be

On balance, the adverse impacts would be outweighed by the benefits in applying the ‘tilted balance’ principle and presumption for sustainable development and therefore permission should be granted without delay.

(M) RECOMMENDATION

Approval of the application is recommended subject to a legal agreement and conditions. Should Members be minded to approve the application, officers would seek delegated authority to secure the legal agreement.

RECOMMENDED GRANT subject to Planning Agreement

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. Noise from air source heat pumps

No commencement of use of any air source heat pumps shall take place until an assessment on noise from the heat pump(s) at nearby residential properties has been submitted to and been approved in writing by the Local Planning Authority.

If the assessment indicates that noise from the air source heat pump(s) is likely to affect neighbouring affecting residential or commercial properties then a scheme of noise mitigation measures shall be submitted to and approved in writing by the Council prior to the commencement of the development.

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The noise mitigation measures shall be designed so that nuisance will not be caused to the occupiers of neighbouring noise sensitive premises by noise from the development.

Reason: To safeguard residential amenity.

3. Renewable energy - Air source heat pumps

Prior to implementation, details of the air source heat pump and internal distribution system (including the exact location and design, technical specification and evidence that the heat pump and emitters have been sized according to the building's heat demand) together with calculation of energy generation and associated CO2 emissions to achieve 28% reduction on residual emissions from renewable energy in line with the approved energy statement should be submitted to the Local Planning Authority and approved in writing. The system shall be installed prior to occupation of the dwellings and thereafter retained.

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

4. Further details of secure cycle parking store provision before occupation:

No building or use hereby permitted shall be occupied or use commenced until detailed designs of the following have been submitted to and approved in writing by the Local Planning Authority:

- The intended location, dimensions, layout, and capacity of a secure, lockable, cycle store for 10x cycles, using the preferred 'Sheffield stand' design or metal cycle lockers, in compliance with the Council's Guidance on Cycle Storage.

The detail thereby approved shall be carried out in accordance with that approval, and thereafter be kept free of obstruction and available only for the parking of cycles.

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

Pre-occupation condition(s)

5. Energy and Sustainability in accordance with statement

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 statement (thermenergy, 8th March 2023) prior to occupation. A total 37% reduction in carbon dioxide emissions beyond Part L 2013 Building Regulations in line with the energy hierarchy shall be achieved, and a 28% reduction in carbon dioxide emissions below residual emissions through renewable technologies (air source heat pump) 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), BC14 (sustainable energy), BCS15 (Sustainable design and construction), DM29 (Design of new buildings).

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6. Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development, it must be reported immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the Environment Agency's 'Land Contamination: risk management' guidance and BS 10175:2011 + A2:2017: Investigation of Potentially Contaminated Sites - Code of Practice. Where remediation is necessary a remediation scheme must be prepared which ensures the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

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. This is in line with paragraph 170 of the National Planning Policy Framework.

7. Implementation/Installation of Refuse Storage and Recycling Facilities – Shown on Approved Plans

No building or use hereby permitted shall be occupied or use commenced until the 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.

8. Completion of Cyclists Access to rear yard/ cycle store - Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the means of access for cyclists to the rear yard (through the new opening in the boundary wall) 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.

Development Control Committee A – 5 July 2023**Application No. 22/01548/F : Christadelphian Meeting Room Church Hill Bristol BS4 4LT****List of approved plans**

9. 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.

2 Location and block plan, received 6 May 2022

6 Proposed floor plans, received 6 May 2022

7 Proposed elevation, received 6 April 2023

8 Site plan, received 6 May 2022

9 Site indication plan, received 6 April 2023

0 Proposed new window, received 6 May 2022

5 Cross section, received 6 April 2023

Energy statement, received 6 May 2022

Reason: For the avoidance of doubt.

Advices

- 1 The proposed development lies within an area that has been defined by the Coal Authority as containing coal mining features at surface or shallow depth. These features may include: mine entries (shafts and adits); shallow coal workings; geological features (fissures and break lines); mine gas and former surface mining sites. Although such features are seldom readily visible, they can often be present and problems can occur, particularly as a result of new development taking place.

Any form of development over or within the influencing distance of a mine entry can be dangerous and raises significant land stability and public safety risks. As a general precautionary principle, the Coal Authority considers that the building over or within the influencing distance of a mine entry should be avoided. In exceptional circumstance where this is unavoidable, expert advice must be sought to ensure that a suitable engineering design which takes into account all the relevant safety and environmental risk factors, including mine gas and mine-water. Your attention is drawn to the Coal Authority Policy in relation to new development and mine entries available at:

www.gov.uk/government/publications/building-on-or-within-the-influencing-distance-of-mine-entries

Any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) requires a Coal Authority Permit. Such activities could include site investigation boreholes, excavations for foundations, piling activities, other ground works and any subsequent treatment of coal mine workings and coal mine entries for ground stability purposes. Failure to obtain a Coal Authority Permit for such activities is trespass, with the potential for court action.

If any coal mining features are unexpectedly encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848. Further information is available on the Coal Authority website at: www.gov.uk/government/organisations/the-coal-authority

Development Control Committee A – 5 July 2023**Application No. 22/01548/F : Christadelphian Meeting Room Church Hill Bristol BS4 4LT**

2 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.

3 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 & LAm_{ax} 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.

4 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. If it is suspected that a bat or bat roost is likely to be affected by the proposed works, you should consult English Nature (Taunton office 01823 283211).

5 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>.

6 The operation of the HMO hereby approved may require a separate license. It is an offence to operate a licensable HMO without a licence. Please contact the Private Housing Team on 0117 352 5010 for further information.

7 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.

Development Control Committee A – 5 July 2023

**Application No. 22/01548/F : Christadelphian Meeting Room Church Hill Bristol BS4
4LT**

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

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.

8 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.

9 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.

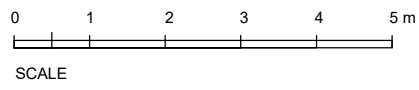
Supporting Documents

2. Christadelphian Meeting Room, Church Hill, Bristol, BS4 4LT.

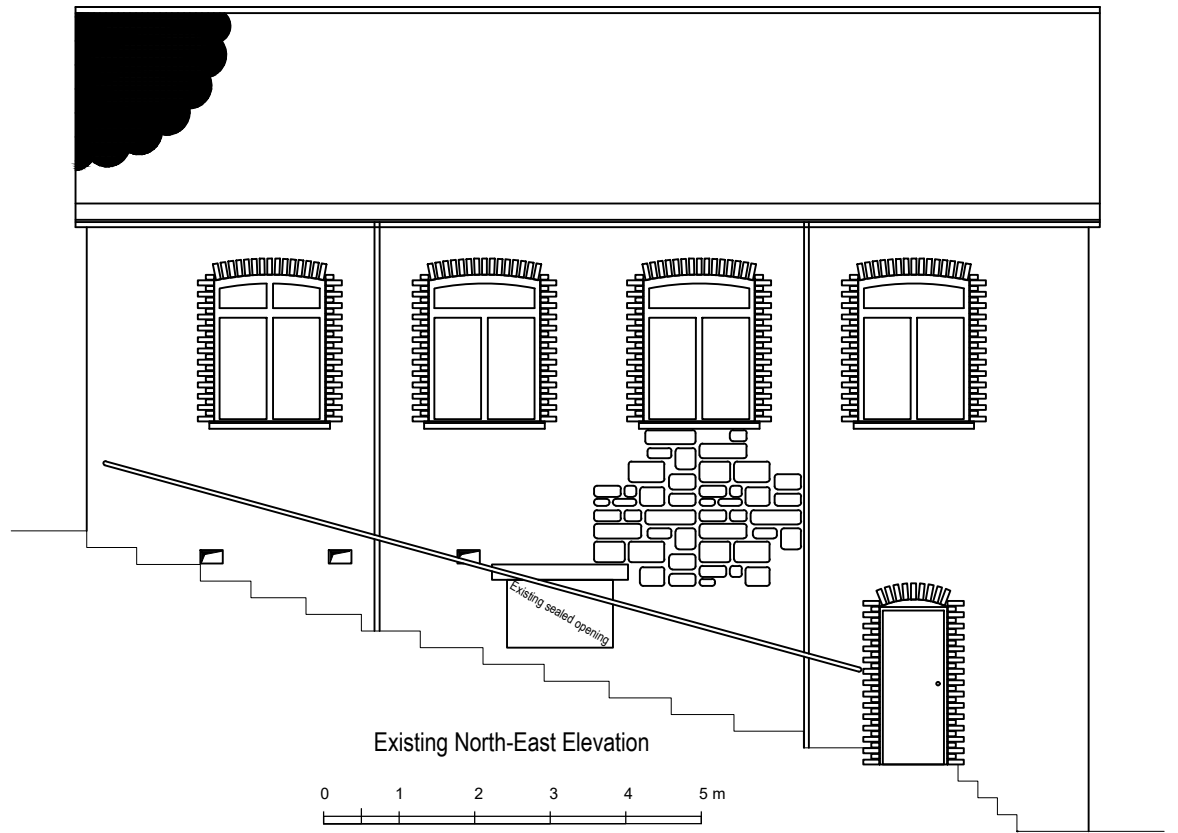
1. Existing Elevations
2. Existing Floor Plans
3. Location Plan with Proposed Floor Plan Overlay
4. Proposed Site Layout Plan
5. Proposed Floor Plans
6. Proposed Elevations
7. Proposed Cross sections
8. Site Photos



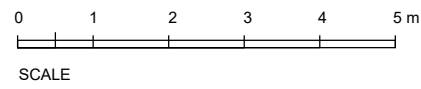
Existing South-East Elevation



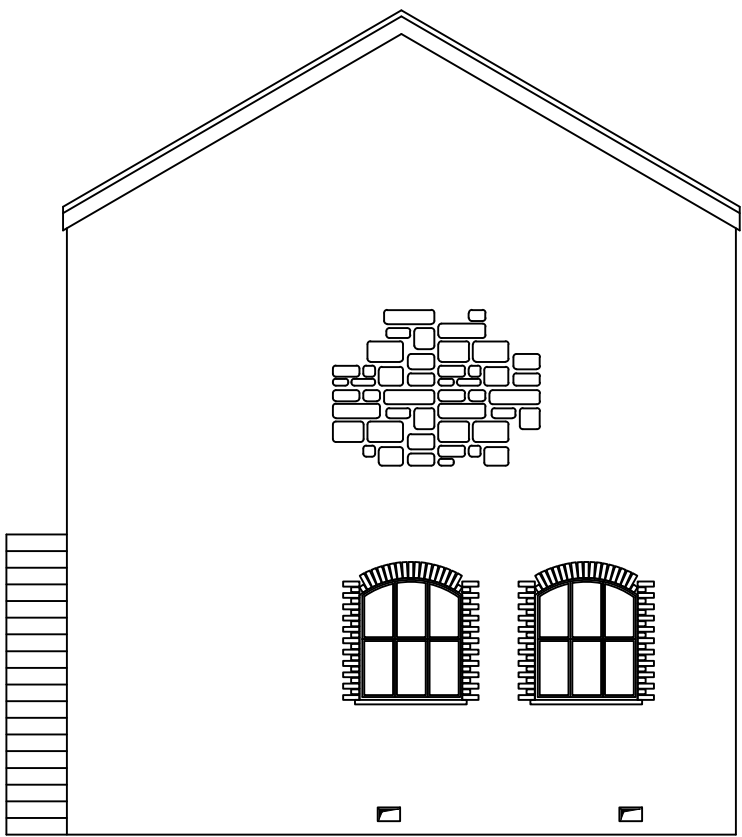
SCALE



Existing North-East Elevation



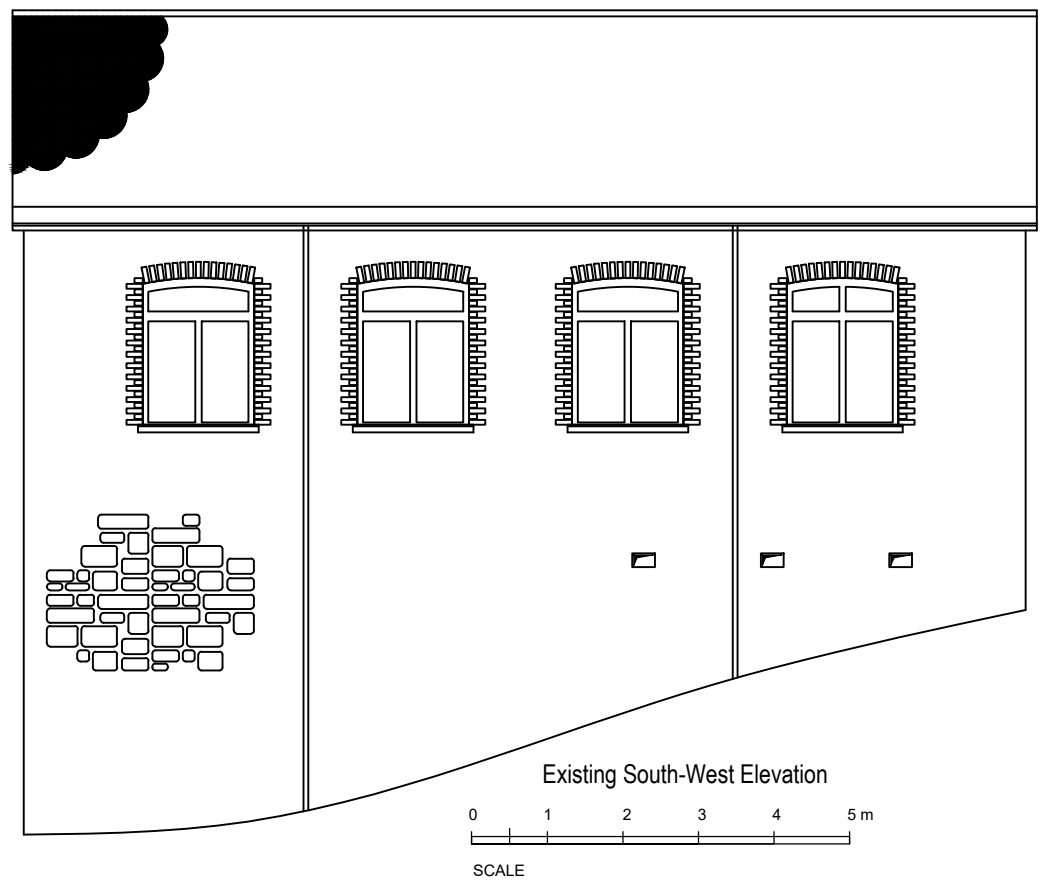
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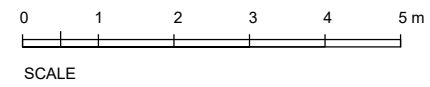
Existing North-West Elevation



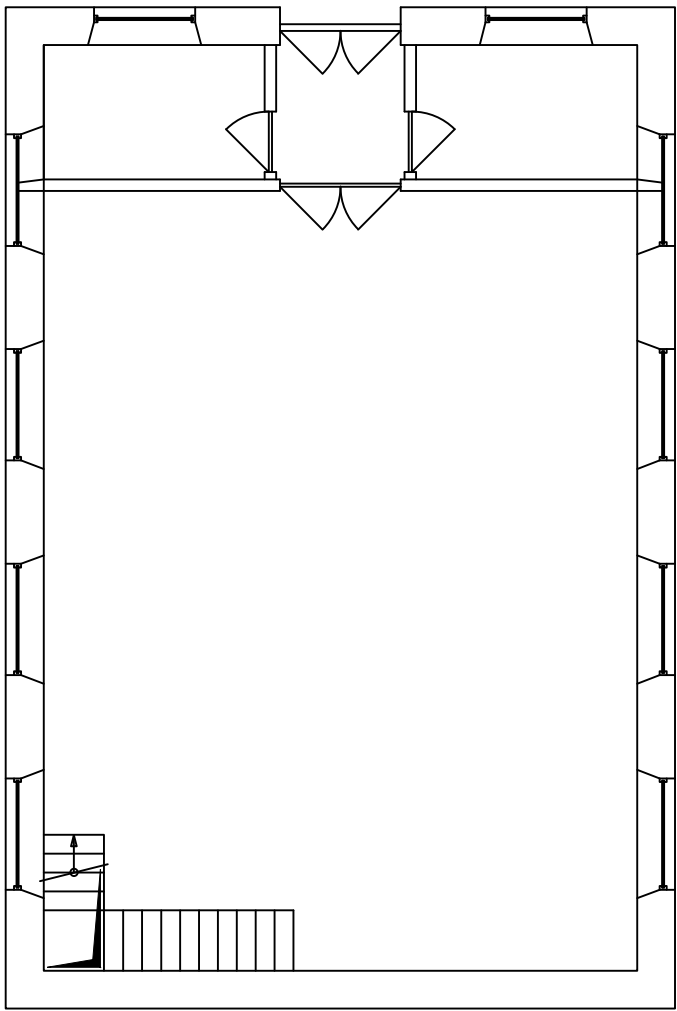
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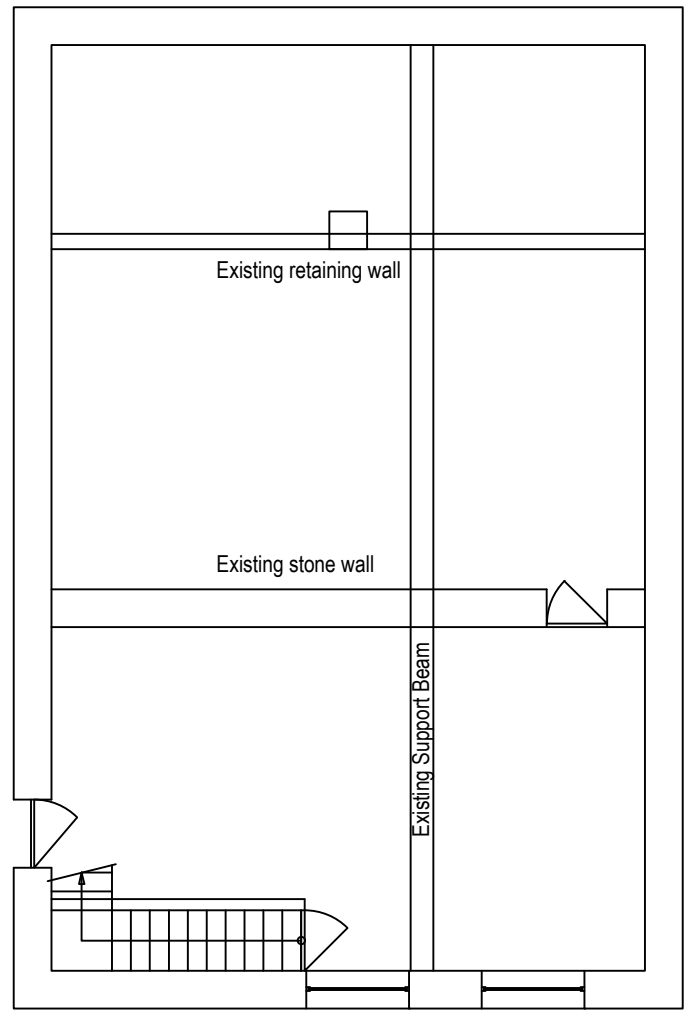
Existing South-West Elevation



SCALE

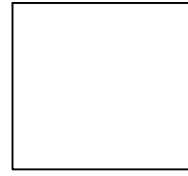
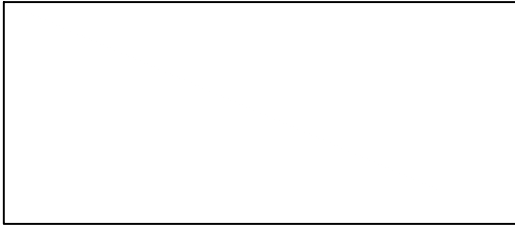


Existing Ground Floor



Existing Lower Ground Floor

Location: Christadelphian Church Hall
 Church Hill BS4 4LT
 Issue: Planning Date:16.12.2021
 Drawn by:GA Scale: 1: 100@A3
 Dwg No:006 Proposed Floor Plans
 Revisions:

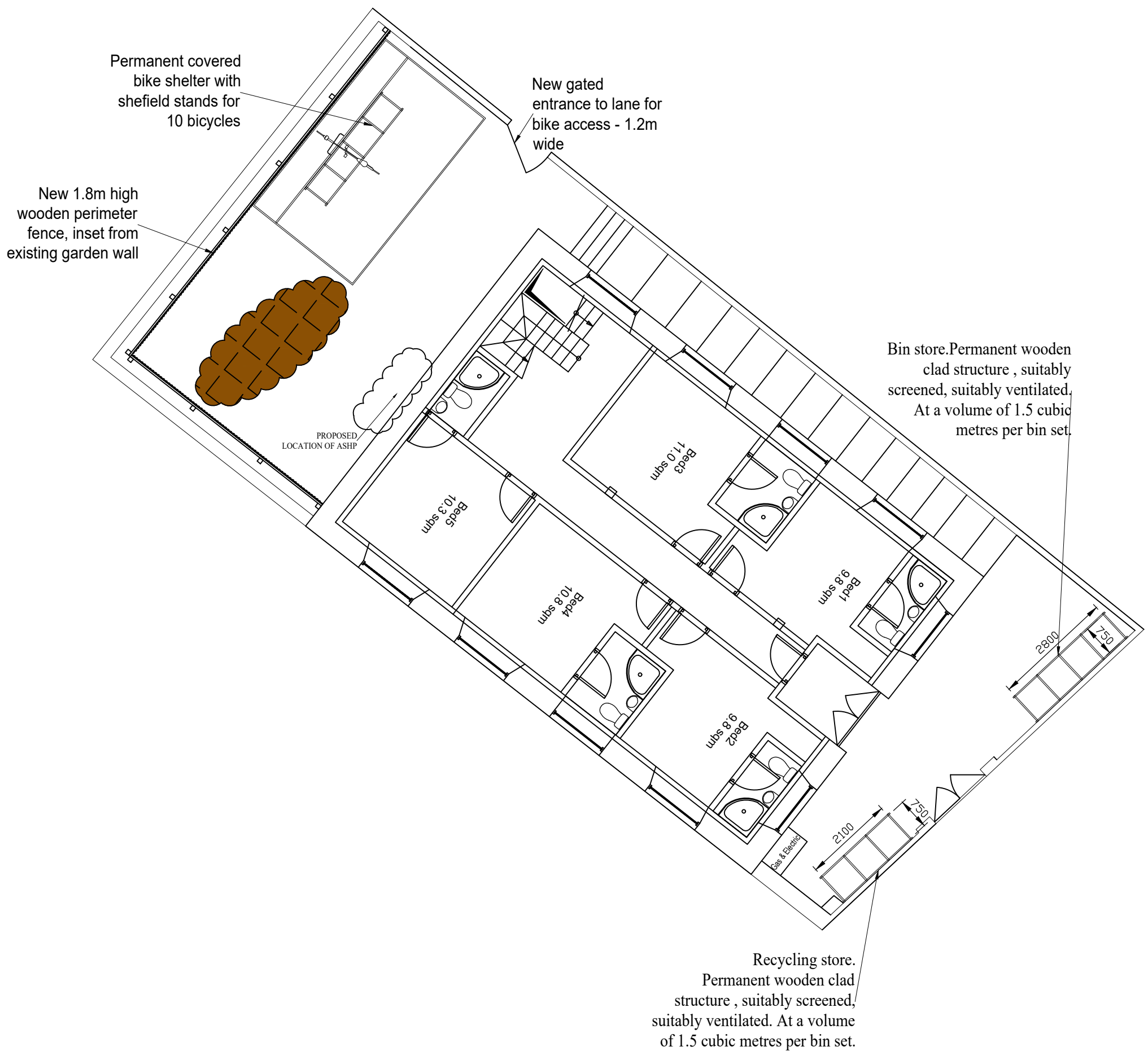


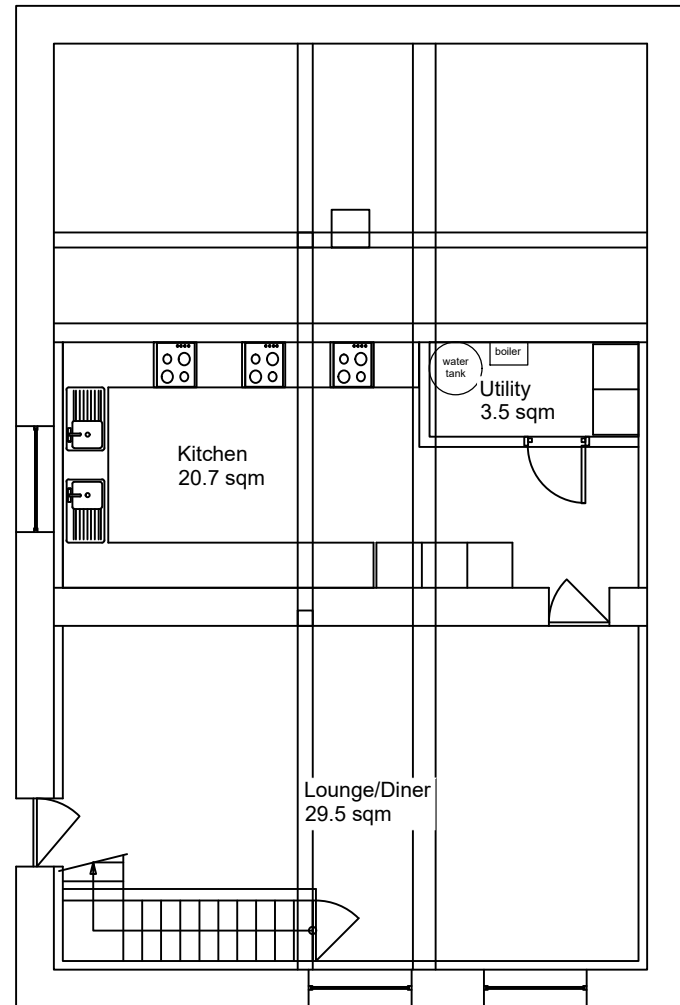
Christadelphian Church Hall



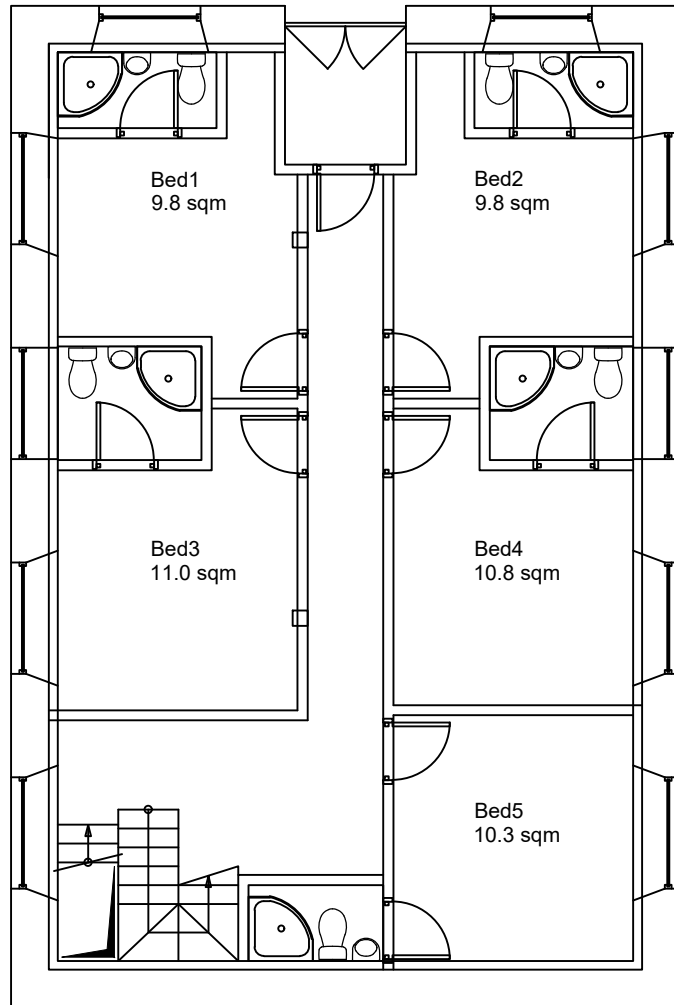
Map area bounded by: 361993,170773 362083,170863. Produced on 16 December 2021 from the OS National Geographic Database. Reproduction in whole or part is prohibited without the prior permission of Ordnance Survey. © Crown copyright 2021. Supplied by UKPlanningMaps.com a licensed OS partner (100054135). Unique plan reference: b90c/uk/729351/986466

Location: Christadelphian Church Hall
 Church Hill BS4 4LT
 Issue: Planning Date:16.12.2021
 Drawn by:GA Scale: 1: 500@A3
 Dwg No:008 Site Plan
 Revisions:

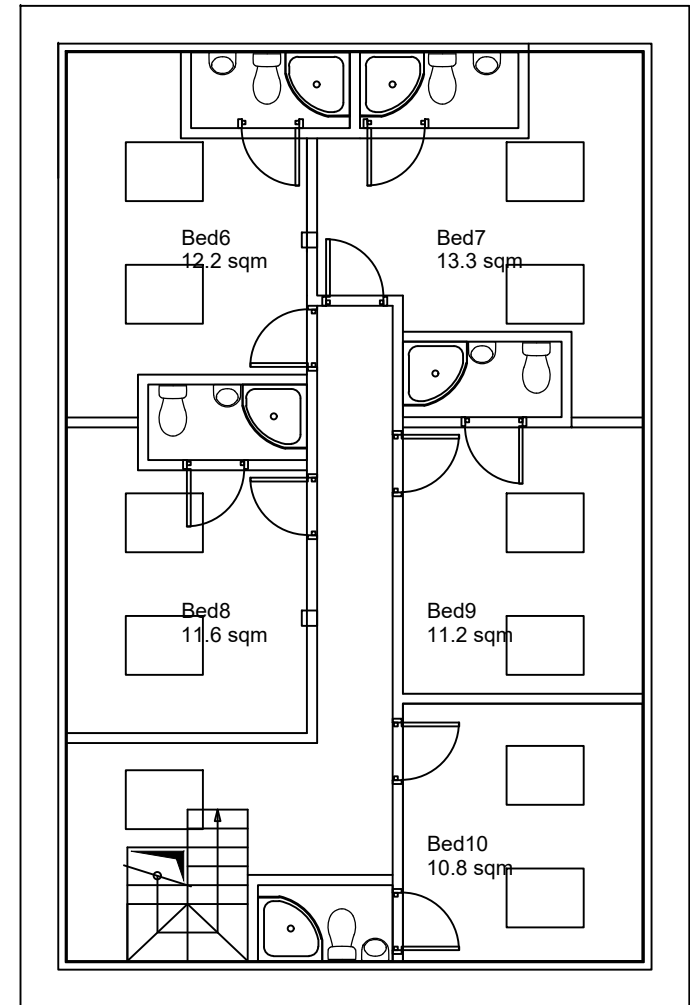




Proposed Lower Ground Floor



Proposed Ground Floor



Proposed First Floor

Location: Christadelphian Church Hall
Church Hill BS4 4LT

Issue: Planning Date: 16.12.2021

Drawn by: GA Scale: 1: 100@A3

Dwg No: 006 Proposed

Revisions: Floor Plans

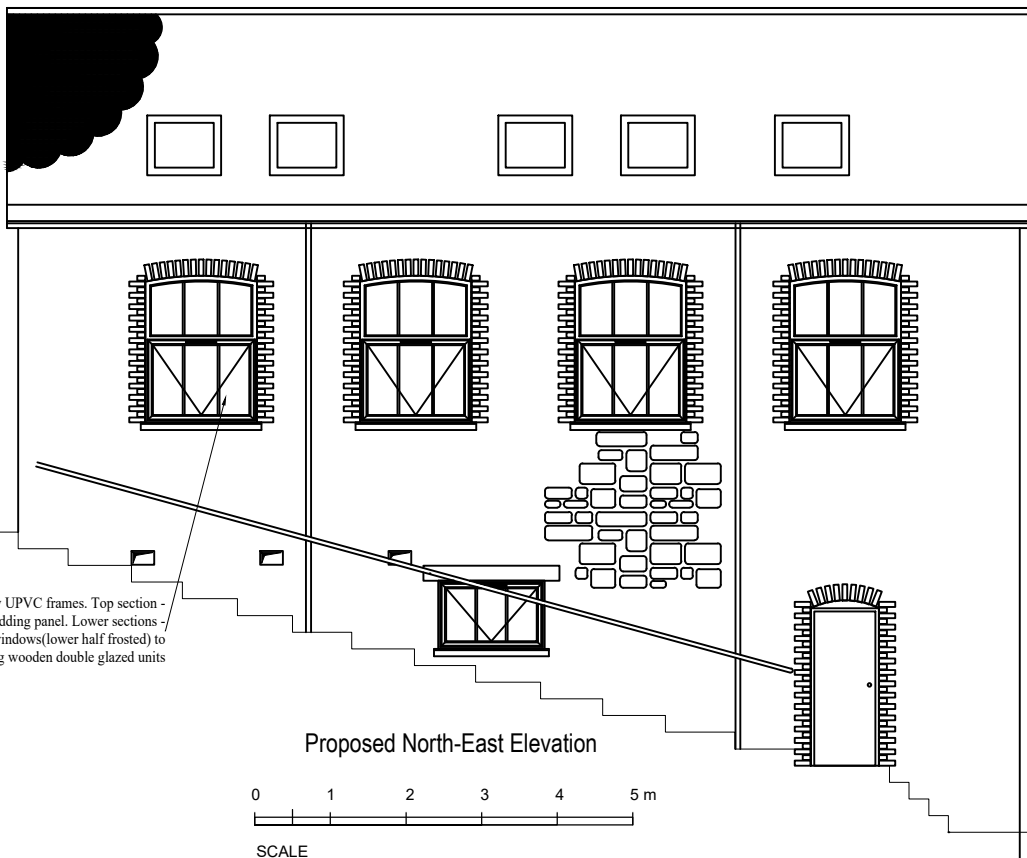


Proposed South-East Elevation

0 1 2 3 4 5 m

SCALE

New grey UPVC frames. Top section - obscured cladding panel. Lower sections - double glazed windows(lower half frosted) to replace existing wooden double glazed units

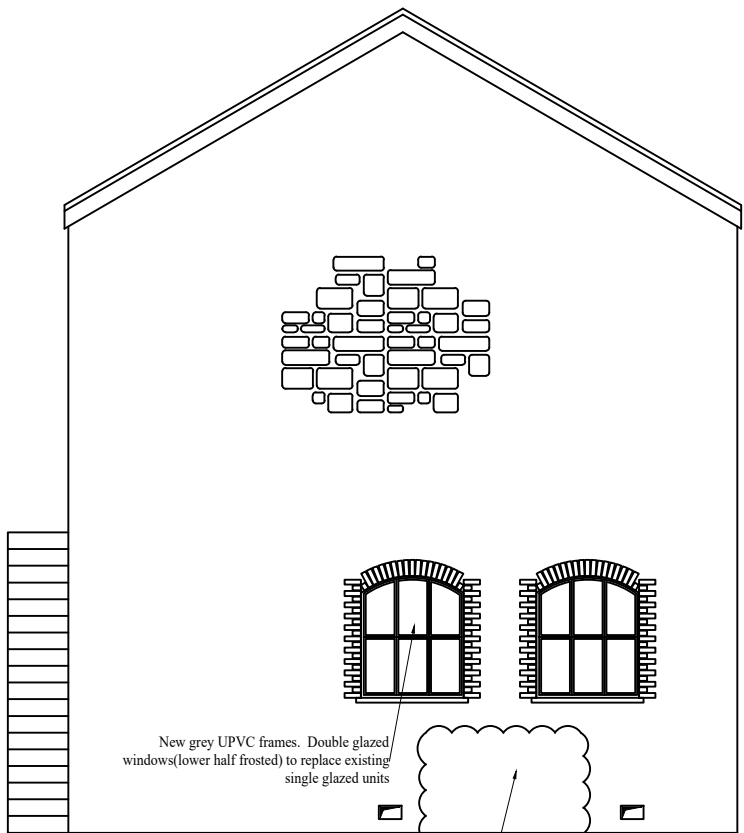


Proposed North-East Elevation

0 1 2 3 4 5 m

SCALE

New grey UPVC frames. Top section - obscured cladding panel. Lower sections - double glazed windows(lower half frosted) to replace existing wooden double glazed units



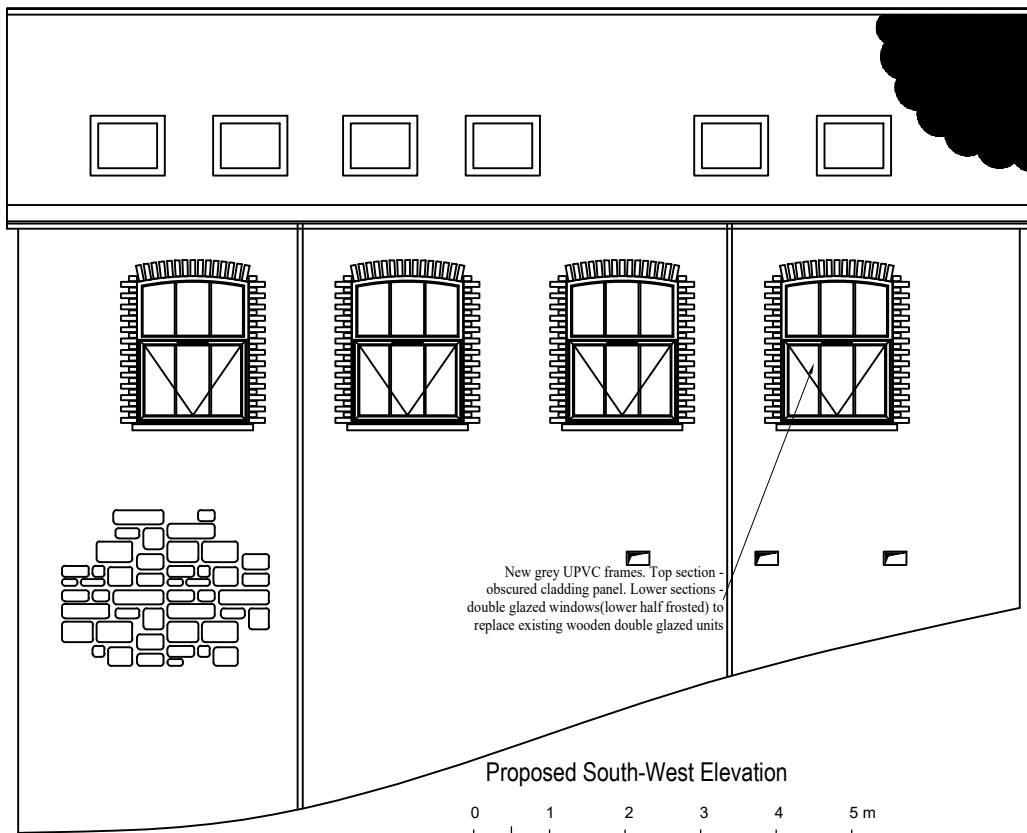
Proposed North-West Elevation

0 1 2 3 4 5 m

SCALE

New grey UPVC frames. Double glazed windows(lower half frosted) to replace existing single glazed units

PROPOSED/ LOCATION OF ASHP

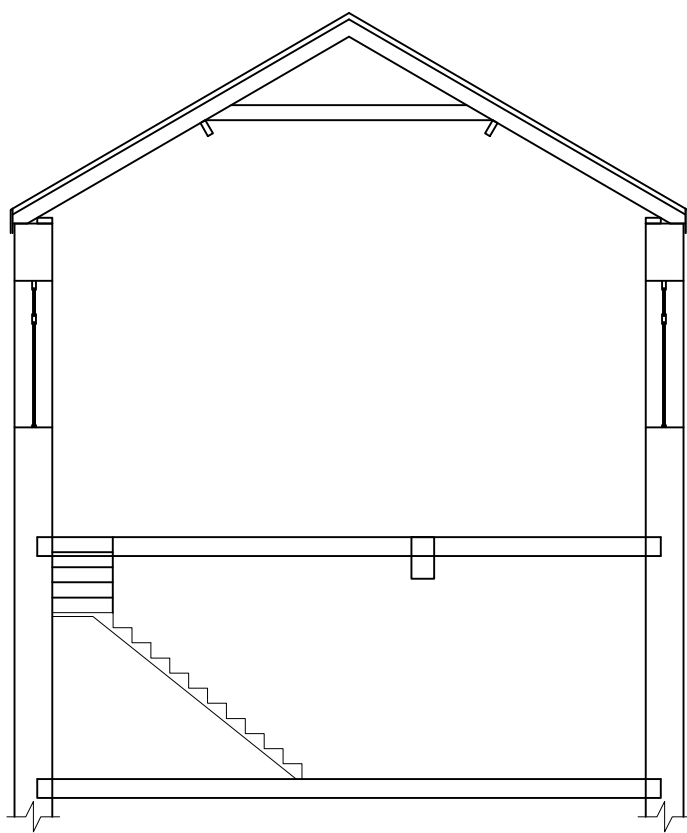


Proposed South-West Elevation

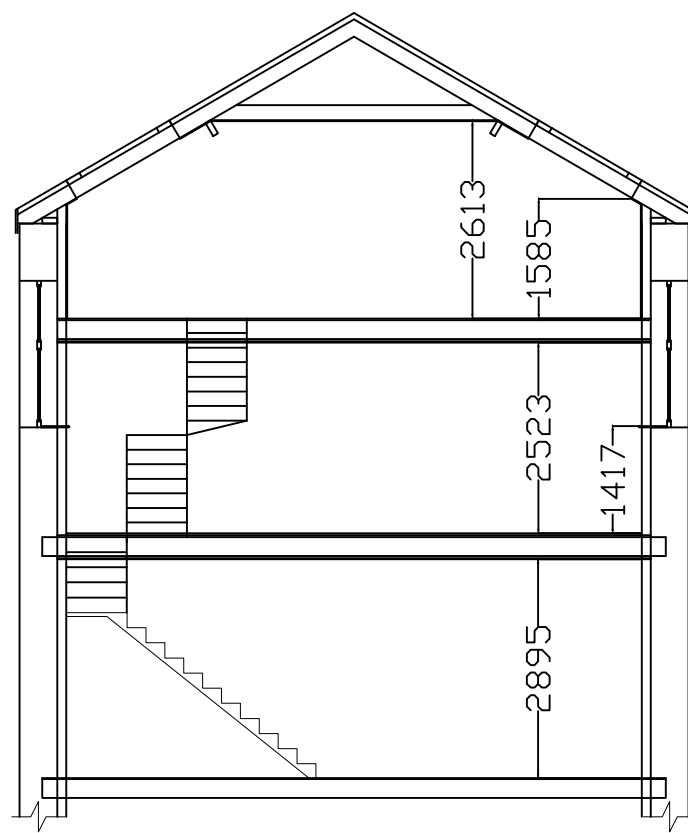
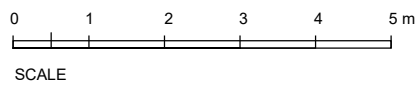
0 1 2 3 4 5 m

SCALE

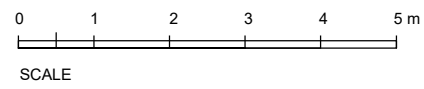
New grey UPVC frames. Top section - obscured cladding panel. Lower sections - double glazed windows(lower half frosted) to replace existing wooden double glazed units



Existing Cross Section



Proposed Cross Section













Development Control Committee A – 5 July 2023

ITEM NO. 3

WARD: Cotham

SITE ADDRESS: Basement Flat 4 Elliston Road Bristol BS6 6QE

APPLICATION NO: 22/03645/F Full Planning

DETERMINATION DEADLINE: 1 August 2023

Detached single storey structure to the rear of the property for use as gym/home office, erection of a boundary wall to the rear, and bin storage.

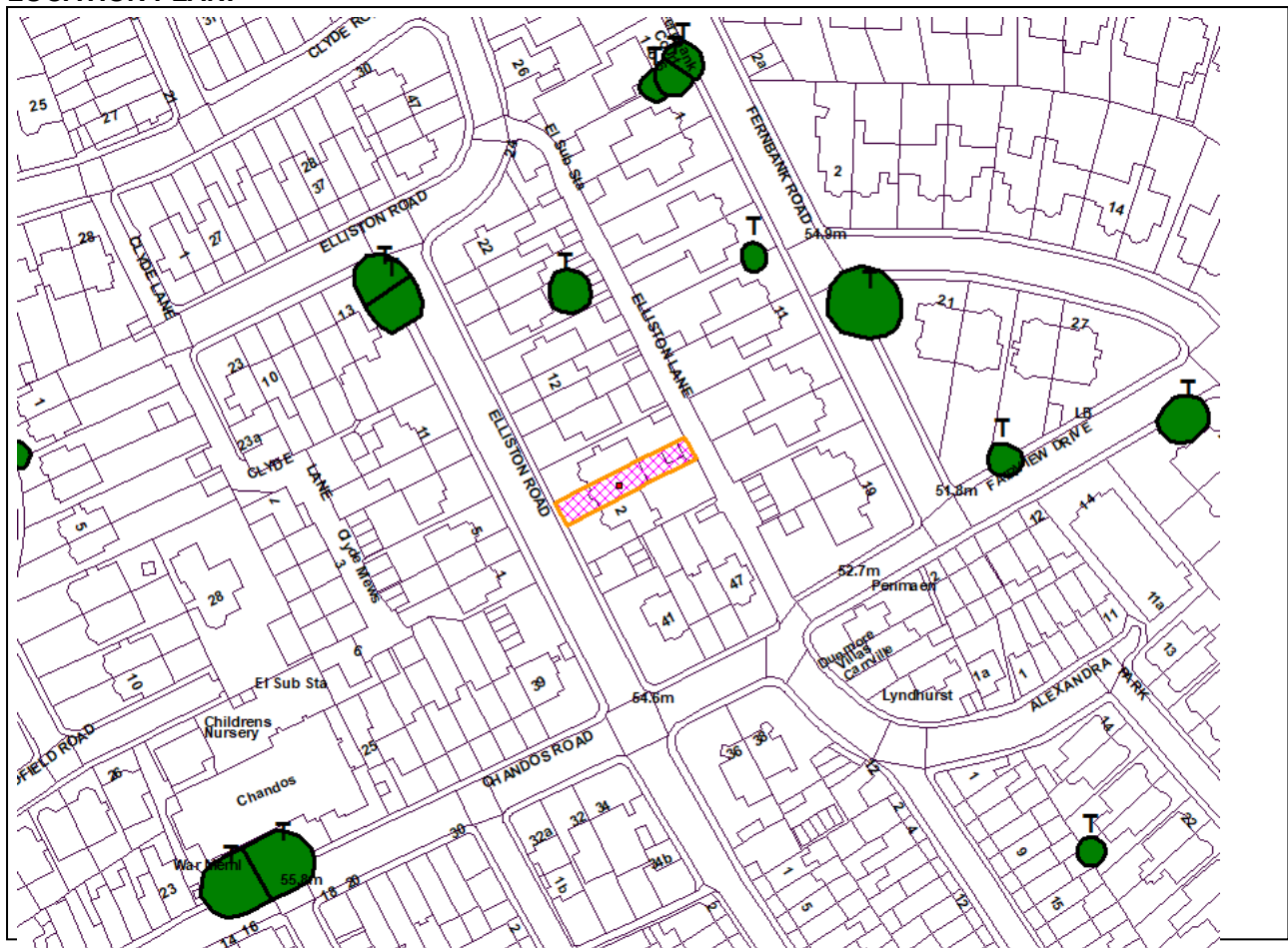
RECOMMENDATION: Grant subject to Condition(s)

AGENT: BRH Planning Consultants
47A Cotswold Road
Chipping Sodbury
Bristol
BS37 6DR

APPLICANT: Mr M McCarthy
4 Julian Close
Bristol
BS9 1JX

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

LOCATION PLAN:



Development Control Committee A – 5 July 2023
Application No. 22/03645/F : Basement Flat 4 Elliston Road Bristol BS6 6QE

SUMMARY

This retrospective planning application was made following an Enforcement Inquiry after the home office/gym was constructed approximately 80cm deeper than proposed. The complaint suggested that the use of the home office/gym was that of a commercial office (Use Class E). Business signs had also been put up facing Elliston Lane without advertising consent.

Officers investigated to find that the garden building was indeed slightly larger than approved, but that the use was that of a home office/gym. The signage has since been removed.

The application was called in by the Ward Councillor over concerns parking and access to a commercial premises on a narrow lane and the larger than approved development.

This application is made following the Enforcement case to regularise permission for the home office/gym as built. The building is of a similar size and arrangement to many other garages/garden buildings fronting both sides of Elliston Lane and no permission is sought for a commercial change of use. Conditions on the previous consent and this recommendation are clear that the building is to be used solely for the enjoyment of occupiers of the garden flat and cannot be sold, sublet or used for any other purpose without planning permission being sought and granted.

The application does not include off street parking and once the approved bin storage has been put in place, there should not be sufficient space for a parked car. A condition requiring completion of the bin store within six months of a decision is also proposed.

Consequently the application is recommended for approval.

SITE DESCRIPTION

The application relates to the dwelling known as the Basement Flat at 4 Elliston Road within the Cotham ward of Bristol. The application site comprises a mid-terraced property, with a rendered facade and a pitched roof with interlocking concrete tiles. This application relates to the basement flat which includes the garden.

A double garage to the rear of the site has been recently demolished as part of the grant of planning permission for demolition and the erection of a single storey rear extension under application 20/06244/F. A garden building, proposed as a home office and gym was approved under planning application 21/03816/F on 25.02.2022.

The application site is situated within the Cotham and Redland Conservation Area.

RELEVANT PLANNING HISTORY

22/30133/BCN: Enforcement Enquiry. CASE CLOSED on 04.07.2022.

22/01555/COND: Application to approve details in relation to condition 2 and 3 of permission 21/03816/F Planning permission is sought for a detached single storey structure to the rear of the property for use as gym/ home office in relation to the Basement flat. Erection of rubblestone boundary wall to the rear of the garden structure and bin storage area set back from the lane. DECIDED on 10.05.2022.

21/03816/F: Planning permission is sought for a detached single storey structure to the rear of the property for use as gym/ home office in relation to the Basement flat. Erection of rubblestone boundary wall to the rear of the garden structure and bin storage area set back from the lane.

Development Control Committee A – 5 July 2023

Application No. 22/03645/F : Basement Flat 4 Elliston Road Bristol BS6 6QE

GRANTED subject to conditions on 25.03.2022.

20/06244/F: Demolition of garage and erection of a single storey rear extension. GRANTED subject to conditions on 10.03.2021.

APPLICATION

Retrospective planning permission is sought for a detached single storey structure to the rear of the property for use as gym/home office, erection of a boundary wall to the rear, and bin storage. The application is similar to the recently approved proposal under application 21/03816/F, with slightly amended proportions. The application was submitted after an enforcement case (reference 22/30133/BCN) due to the larger proportions of the built out scheme and nature of use.

No change of use for the home office/gym has been included in the application. It is noted that during a recent Enforcement investigation, the layout of the building was confirmed to be as per the previous consent.

RESPONSE TO PUBLICITY AND CONSULTATION

Nine neighbouring properties were consulted by letter with a deadline to respond of 07.11.2022.

A site notice was posted and press advertisement published with expiry dates of 31.08.2022.

14 public representations were received including 13 objections.

The key reasons for objection are summarised as:

- The building is larger than approved.
- Does not include parking.
- Structure is a dull anthracite cladding material and an eyesore
- Building is being used as a commercial property for 'Clifton Grove Ltd'.
- Signage suggests that the rear access to the garden is also a business entrance.

The Redland and Cotham Amenities Society (RCAS) has commented as follows:

'The building has already been constructed (not in compliance with previously approved plans) and is significantly larger than the previous plans.

It is out of keeping with the context of the Conservation Area in terms of its size and orientation - adjacent properties have garages facing onto Elliston Lane. The parking area is incongruous and would not have been approved if shown on the plans.

The purpose of the building is described as being ancillary to the residential use of the main house but appears to be advertised as a commercial office. RCAS requests that planning permission be refused and that enforcement action be authorised to secure the removal of the existing structure.'

City Design Group has commented as follows:-

No objection

RELEVANT POLICIES

Cotham and Redland Conservation Area Character Appraisal

Planning (Listed Buildings & Conservation Areas) Act 1990

Development Control Committee A – 5 July 2023**Application No. 22/03645/F : Basement Flat 4 Elliston Road Bristol BS6 6QE**

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.

KEY ISSUES**A. IS THE PRINCIPLE OF DEVELOPMENT ACCEPTABLE?**

The proposal is for a home office/gym garden building and is assessed as such. The area is residential in nature and many of the buildings along Elliston Road have garages or garden buildings with access onto Elliston Lane. As such, the principle of development is acceptable in this instance.

Objections refer to use of the new building as being used for commercial office purposes and suggest that it is currently used by a business. This would require a change of use of the building to Class E. The previous consent included a condition that the approved garden building 'shall be used only as an ancillary use incidental to the enjoyment of the property known as the Basement Flat, 4 Elliston Road and shall not at any time be let or rented out for any purpose; sublet, sold or severed in any way from the site which is the subject of this planning permission'.

Given the residential nature of the area, a change of use planning application to change the use of the garden shed to Class E (business use) would be required if the home office is to be converted or used as a business office. This has not been sought and would not be supported by the Local Planning Authority given the residential nature of the area and the quiet backlane nature of Elliston Lane.

It was noted that on an Officer site visit, commercial signs for a business called 'Clifton Grove Limited' were in situ. No advertising consent has been sought for this or given. The signage would require advertising consent which would not be supported given the residential nature of the development and the signage should be removed.

As such, the principle of development as applied for is acceptable. Any use beyond that set out in the application would require agreement from the local planning authority through a planning application for a change of use from Use Class C3 to Class E.

B. DESIGN AND HERITAGE

The dimensions of the garden room housing a home office and gym differ are slightly larger than as approved under the previous application (21/03816/F), however there are a number of garages backing onto Elliston Lane of varying size and roof arrangements and as such, the building does not appear out of character in terms of scale or massing. Similarly, there are a number of garages set back from the street with a paved area between Elliston Lane and the rear elevations, including the garages almost opposite to 17 Fernbank Road.

It is noted that the previous assessment set out that the proposed grey composite timber effect cladding building was considered acceptable in terms of design and arrangement subject to the addition of a rubblestone rear wall fronting Elliston Lane. Any alterations to the windows and addition of Velux roof windows would be allowed under permitted development.

Overall, whilst 0.8m deeper than consented under the previous scheme, the development is similar in

Development Control Committee A – 5 July 2023**Application No. 22/03645/F : Basement Flat 4 Elliston Road Bristol BS6 6QE**

terms of arrangement and garden space to other outbuildings within the immediate area and as such, the development is considered to preserve the special character of this part of the Conservation Area and is acceptable in terms of impact on the street scene.

C. TRANSPORT, MOVEMENT AND HIGHWAYS

This was assessed under the previous application and no concerns are raised. The space between the rear elevation and the street is not permitted as a parking space as parallel off-street parking spaces are not supported. It was apparent to officers on a site visit that several of the properties with garages and outhouses backing onto Elliston Lane have set back walls to provide space of deliveries, collections and short term stopping.

There are double yellow lines down both sides of the street to prevent parking on the street and any parking over the lines could result in parking enforcement action. This development provides a similar arrangement and it would not be considered consistent to warrant refusal of the application on that basis.

It is noted that the bin store approved under the previous consent has not yet been installed and a condition is attached to this application requiring completion prior to use of the building.

D. AMENITY

As per the recently consented scheme, 'the proposed garden office/gym will have two windows in the front elevation facing the rear of 4 Elliston Road. Given that the development forms part of the curtilage of the Basement Flat, no concerns are raised with regard to the proposed development which will be ancillary to the host dwelling.

It is noted that other than a marginally deeper footprint and taller windows in the front elevation, the materials, height and colour of the building are as per the consented scheme. It is noted that there were no objections received for that application.

In this instance, two windows have been added to the side elevation either side of the door to the home office/gym. Given that these face a tall boundary wall, no additional overlooking or loss of privacy would result from these windows.

As per the previous determination, any use of the development as an independent unit would require further planning permission and a condition to ensure that the development is not severed, subdivided from the host property or sublet independently of the unit has been included.

CONCLUSION

The proposal would preserve or enhance the special character of this part of the Cotham and Redland Conservation Area and consequently is recommended for approval.

COMMUNITY INFRASTRUCTURE LEVY

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

Development of less than 100 square metres of new build that does not result in the creation of a new dwelling; development of buildings that people do not normally go into, and conversions of buildings in lawful use, are exempt from CIL. This application falls into one of these categories and therefore no CIL is payable.

No other amenity concerns are identified.

Development Control Committee A – 5 July 2023**Application No. 22/03645/F : Basement Flat 4 Elliston Road Bristol BS6 6QE****EQUALITY 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.

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.

Post occupation management

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

The refuse store and area/facilities allocated for storing of recyclable materials, as shown on the approved plans shall be installed within six months of the date of this decision.

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. 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.

3. Annex Condition

The development hereby approved and set out as a gym/home office in relation to the Basement Flat shall be used only as an ancillary use incidental to the enjoyment of the property known as the Basement Flat, 4 Elliston Road and shall not at any time be severed, let or rented out for any purpose; sublet, sold or severed in any way from the site which is the subject of this planning permission.

Reason: Any other use requires further assessment as it has the potential to cause harm to the character and amenity of the surrounding area which could conflict with the adopted Bristol Development Framework 2011 and the Bristol Site Allocations and Development Management Policies 2014.

Development Control Committee A – 5 July 2023

Application No. 22/03645/F : Basement Flat 4 Elliston Road Bristol BS6 6QE

List of approved plans

4. 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.

Site Location Plan, received 28 July 2022

4125 SPB Existing Block Plan, received 28 July 2022

4125 P1 C Proposed Floor Plan & Elevations, received 28 July 2022

4125 CP A Proposed Wall Detail, received 28 July 2022

Reason: For the avoidance of doubt.

Advices

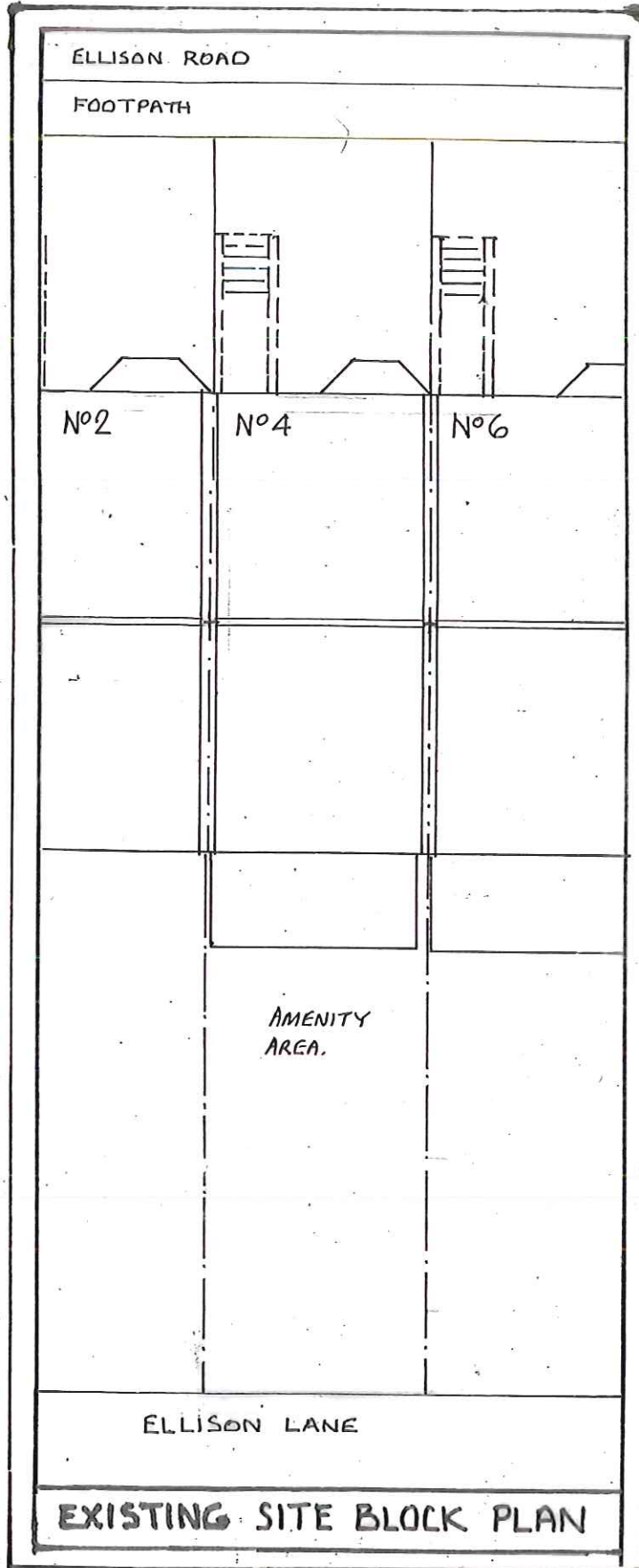
- 1 Application for advertisement consent needed: You are reminded of the need to obtain separate consent under the Town and Country Planning (Control of Advertisements) Regulations 1992 for any advertisements requiring express consent which you may wish to display on these premises.

Supporting Documents

- 3. Basement Flat, 4 Elliston Road, Bristol, BS6 6QE.**
 1. Block Plan After Garage Demolition
 2. Proposed Block Plans, Plans and Elevations
 3. Site Photos

SITE ADDRESS:

4 ELLISTON RD BRISTOL BS66QE



B R H PLANNING CONSULTANT

brucer.hosie@btinternet.com

07764255096

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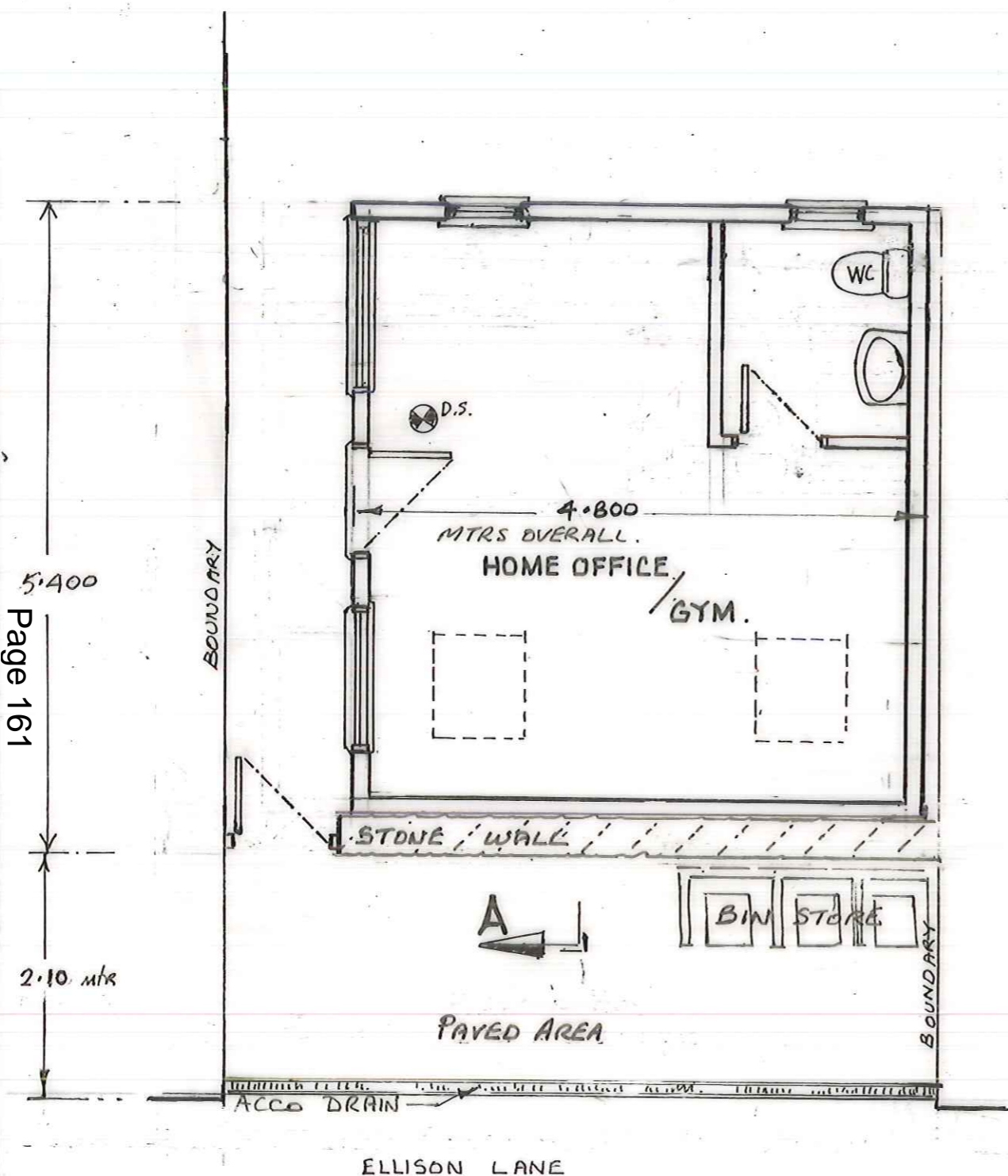
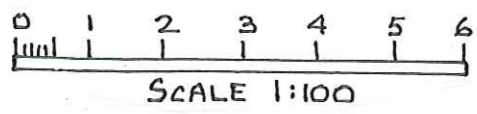
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DATE: 21/07/21

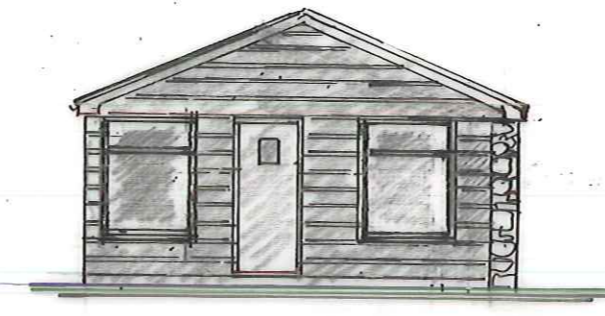
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NO: 4125-S.PB

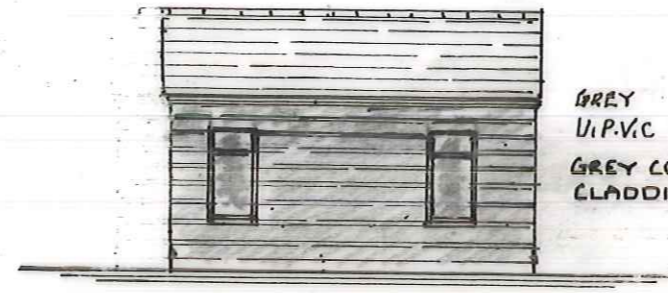
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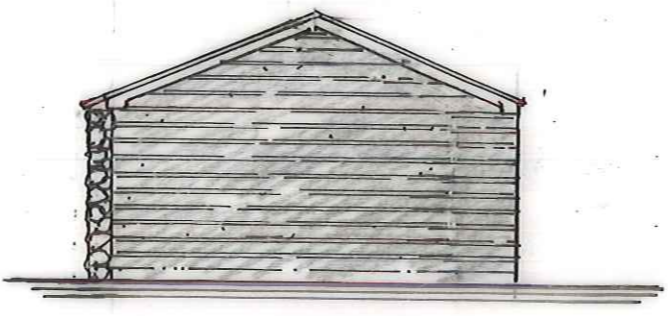
PROPOSED FLOOR PLAN 1:50



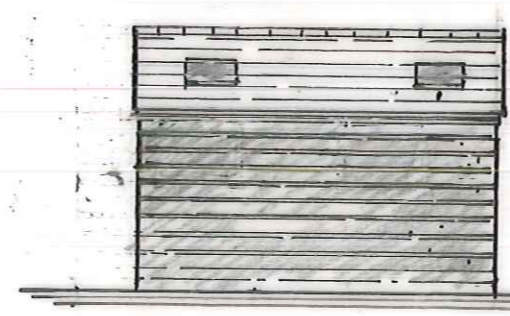
SIDE ELEVATION



REAR ELEVATION



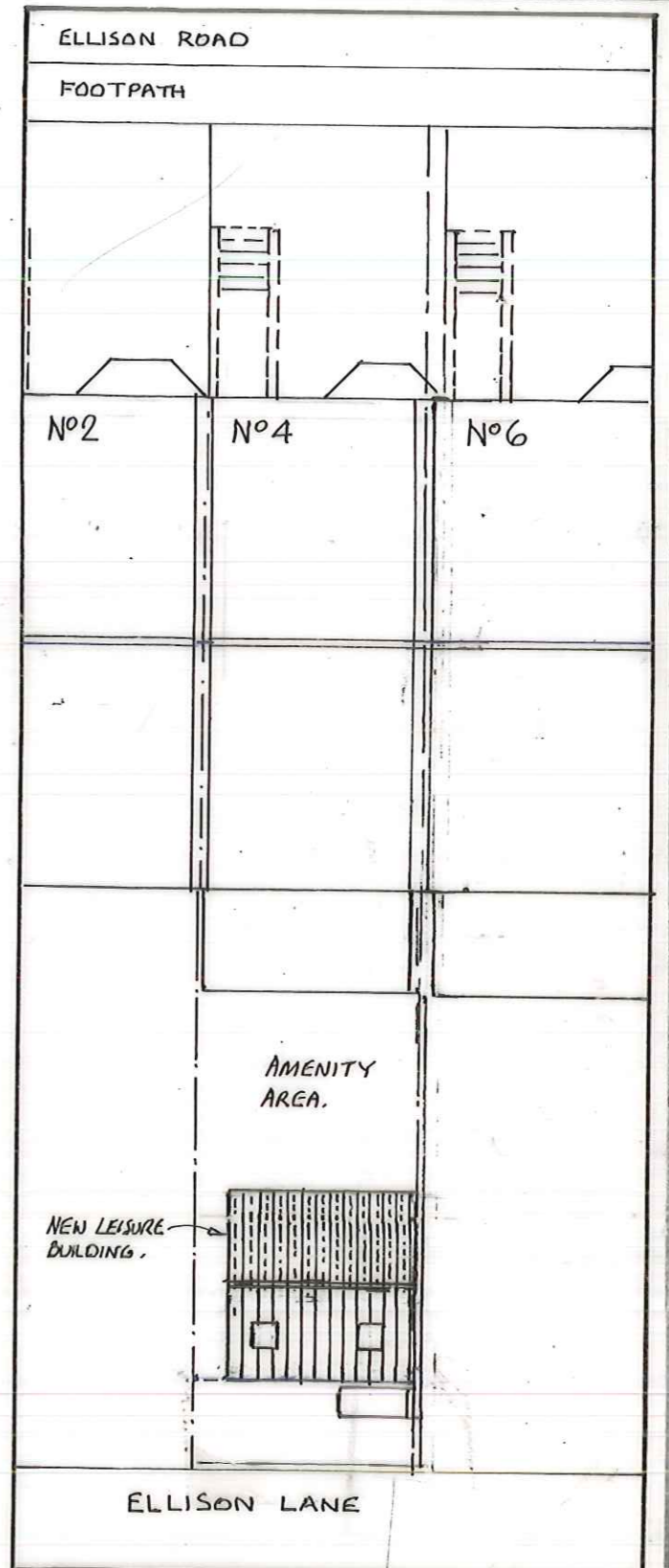
SIDE ELEVATION



FRONT ELEVATION (STONE WALL NOT SHOWN)

GREY
U.P.V.C WINDOWS
GREY COMPOSITE
CLADDING.

GREY.
U.P.V.C WINDOWS
GREY COMPOSITE
CLADDING.



PROPOSED SITE BLOCK PLAN

SCALE 1:200

C. JULY 22 SIZE CORRECTED WITH FENSTRATION *BRH*
B. FEB. 22. NEW REAR WALL IN STONE ADDED. *BRH*

SEE SEPARATE WALL
DETAIL.

B R H

Tel : 07764 255096

PROJECT PROPOSED LWR GRD FLR. FLAT ANNEX AT:-
LWR GRD FLR FLAT 4 ELLISTON ROAD
REDLAND BRISTOL BSG 6QE

CLIENT:
M. McARTHY
07716 235 811

DATE JULY 2021	NUMBER 4125
DRAWN <i>BRH</i>	PI /PI
SCALE 1:50 1:100 1:200	A/B/C

