

Development Control B Committee Agenda



Date: Wednesday, 18 October 2023

Time: 2.00 pm

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

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

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

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

Copies to: Norman Cornthwaite, Rachael Dando, David Fowler (Members' Office Manager (Conservative)), Stephen Fulham, Paul Shanks, Stephen Peacock (Chief Executive), Philippa Howson, John Smith (Executive Director: Growth & Regeneration), Jonathan Dymond, Simone Wilding, Jane Woodhouse and Lewis Cook

Issued by: Norman Cornthwaite, Democratic Services
City Hall, PO Box 3399, Bristol, BS1 9NE
www.bristol.gov.uk
Tel: 07824354271



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

Date: Tuesday, 10 October 2023

Agenda

1. Welcome, Introduction and Safety Information **2.00 pm**
(Pages 5 - 8)

2. Apologies for Absence

3. Declarations of Interest

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

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

4. Minutes of the previous meeting

To agree the minutes of the last meeting as a correct record. **(Pages 9 - 16)**

5. Action Sheet

The Committee is requested to note any outstanding actions listed on the rolling Action Sheet for DCB Committee. **(Page 17)**

6. Appeals

To note appeals lodged, imminent public inquiries and appeals awaiting decision. **(Pages 18 - 28)**



7. Enforcement

To note enforcement notices.

(Page 29)

8. Public forum

Any member of the public or councillor may participate in public forum. The detailed arrangements for so doing are set out in the Public Information Sheet at the back of this agenda. Please note that the following deadlines will apply in relation to this meeting:

Questions:

Written questions must be received three clear working days prior to the meeting. For this meeting, this means that your question(s) must be received at the latest by 5pm on Thursday 12th October 2023.

Petitions and statements:

Petitions and statements must be received by noon on the working day prior to the meeting. For this meeting, this means that your submission must be received at the latest by 12.00 noon on Tuesday 17th October 2023.

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

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

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

If you have any further questions, please see the Development Control B Committee Public Forum FAQ for more information

<https://democracy.bristol.gov.uk/documents/s86621/Public%20Forum%20FAQ%20for%20Development%20Control%20Committees.pdf>



9. Planning and Development

To consider the following applications for Development Control Committee B - **(Page 30)**

- a) **22/05943/X - (Bathurst Basin Bridge Commercial Road)
Land Between the A370 Long Ashton Bypass In North
Somerset and Cater Road Roundabout Cater Road Bristol** **(Pages 31 - 55)**
- b) **22/02127/F and 22/02322/LA - Land To Rear Of 129
Cumberland Road Bristol BS1 6UX** **(Pages 56 - 103)**

10. Date of Next Meeting

29th November 2023 at 6.00 pm.



Public Information Sheet

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

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

Public meetings

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

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

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

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

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

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

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

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

Other formats and languages and assistance for those with hearing impairment

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

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



Public Forum

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

The following requirements apply:

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

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

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

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

During the meeting:

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



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

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

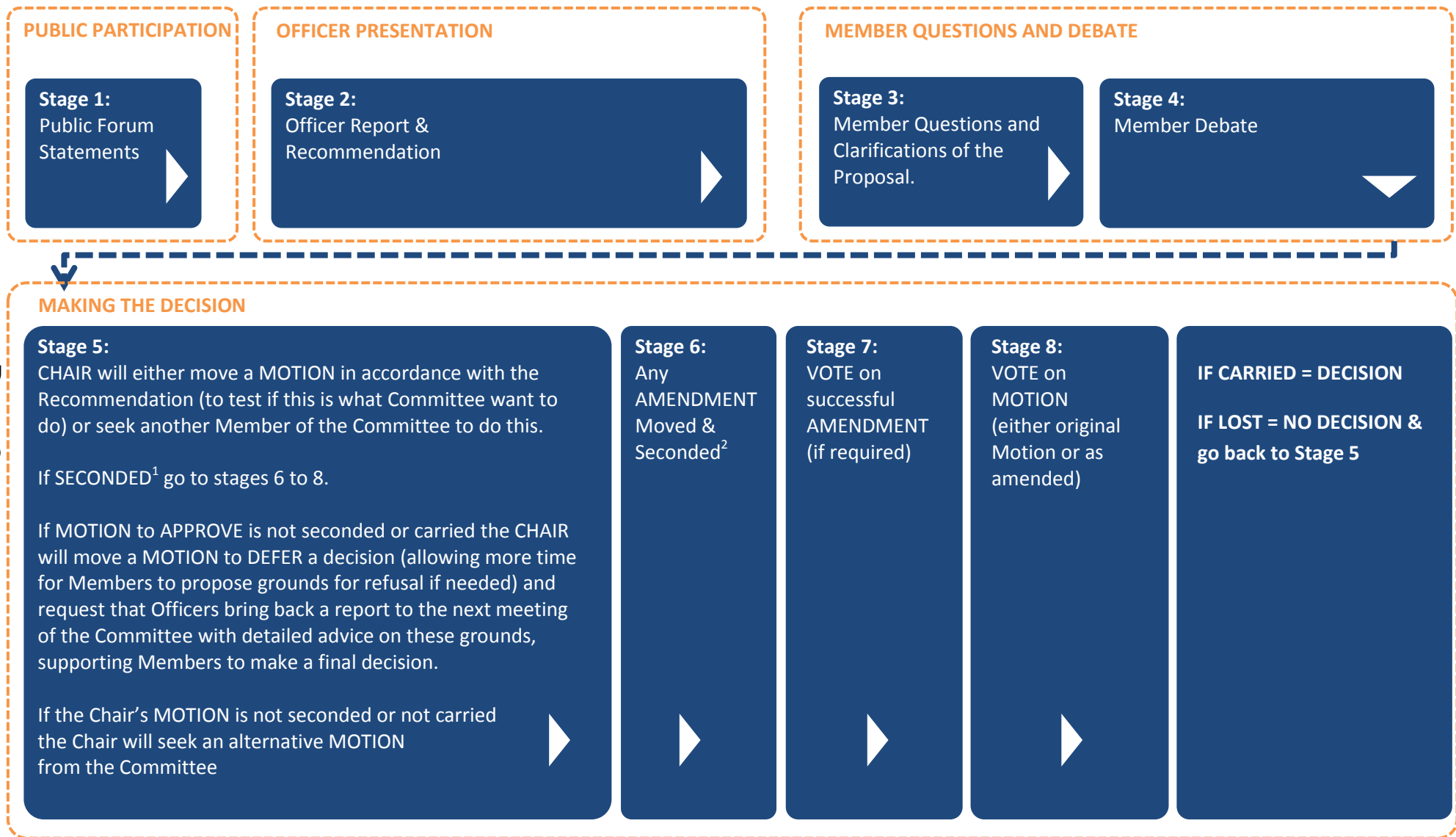
Webcasting/ Recording of meetings

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

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



Development Control Committee Debate and Decision Process



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

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



Bristol City Council
Minutes of the Development Control B Committee

6 September 2023 at 6.00 pm



Members Present:-

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

Officers in Attendance:-

Jeremy Livitt, Philippa Howson, Simone Wilding and Lewis Cook, Fern Kenyon-Hamp

25 Welcome, Introduction and Safety Information

The Chair welcomed all parties to the meeting and drew attention to the emergency evacuation procedure in the event of an emergency.

26 Apologies for Absence

Apologies for absence were received from Councillor Fabian Breckels (Councillor Steve Pearce substituting).

27 Declarations of Interest

There were no Declarations of Interest.

28 Minutes of the previous meeting held on 19th July 2023

RESOLVED – that the minutes of the above meeting held on 19th July 2023 be confirmed as a correct record and signed by the Chair.

29 Action Sheet

There were no issues arising from the Action Sheet.



30 Appeals

Officers made the following comments concerning appeals:

Number 69 - 29 Hobhouse Close, Bristol BS9 4LZ: The application related to its use as a small HMO. The application had been reported to committee in December 2022, but following an appeal for non-determination being made, was held in abeyance. The Inspector had refused the appeal and the enforcement team were now actively liaising with the applicant to ensure the required action was taken.

31 Enforcement

There were no issues reported.

32 Public Forum

Members of the Committee received Public Forum Statements in advance of the meeting. The statements were published online prior to the meeting. Each statement was heard before the application it related to and taken fully into consideration by the Committee prior to reaching a decision.

The Chair advised the Committee that due to administrative reasons some statements had not been included which had previously been submitted to Development Control A Committee on 9th August 2023.

Responses Supplementary questions were asked as follows:

QA1 – Mark Ashdown - I don't believe that my question has been answered. Please can you explain why the passage I quoted from DM19 has been omitted.

A: It has answered it since evidence is required and it is relevant in planning terms. The mitigation would enable a small positive uplift.

QA2 – Danica Priest – 1st Question: Why have additional sites not been explored and why has the reference to other sites not being considered not been mentioned in the report?

A: The applicant explored additional sites to the extent that it was necessary. The report sufficiently addresses all the key issues for consideration by the Committee and does not need to go into detail on all points raised in connection with a planning application.

QA2 – Danica Priest – 2nd Question: Why is the commitment to honour nature as required in the green motion, which specifically referenced Yew Tree Farm, not being honoured?



A: This commitment is not mutually exclusive with the approval of this development. The report cannot mention every detail but the omission of this specific point does not make a material difference in this instance.

QA3 – Amanda Barrett – 1st Question: Since the search for sites for crematoria started in the 1960s, is planning being undertaken for future sites?

A: A plan is being developed for the future which would consider the requirements for the next 15 years and beyond.

QA3 – Amanda Barrett – 2nd Question: Since so much has changed over the last 20 years in terms of biodiversity and climate change, what actions are being taken to avoid repeating the same problems.

A: Since the city was running out of burial space, the proposal plus ongoing considerations address the key issues, including the need for an uplift in biodiversity.

It was also noted that many of the issues in this question were strategic planning issues which were more suited to the Cabinet and the Mayor.

QA4 – Maddy Longhurst – 1st Question: Should some of the issues connected to planning be considered under the duty to co-operate with the combined authority, which is required to cover strategic issues such as urban growth , and the food system along with space for burials

A: There is a duty to co-operate at a *strategic* level which we are working with the neighbouring authorities on to address. The requirement to provide burial space should be provided as close to where people lived as possible so that these can be visited without creating substantial cross-boundary movements.

QA4 – Maddy Longhurst – 2nd Question: Since people in Bristol look to Bristol City Council as a Gold Award Food Centre, it is now classified as a regenerative Gold City. Are the reputational dimensions of the impact of this decision being fully considered or accounted for?

A: It is considered as part of Bristol City Council’s planning process. Evidence is considered as part of an assessment of whether or not the claimed impact will materialise. Since the amount of area affected is very small and the land was not formally leased to Yew Tree Farm, it had not been demonstrated that this was a likely significant planning matter

QA4 – Maddy Longhurst – 3rd Question: In view of the need to protect food production in the city and since both food strategy and crematoria strategy are being considered at next week’s Communities Scrutiny Commission, why not wait until discussions take place there prior to making a decision?

A: City strategies were constantly evolving and if decisions were deferred pending discussion of them, there would be a risk of no decisions being made



QA5 - Steph Wetherell – Not Present

QA6 - Catherine Withers - 1st Question: Despite paying rent for 56 years on site and being advised that this was SNCI land that would be protected, I wasn't included in the consultation or as a stakeholder but Mark Ashdown was. Why is this?

A: We don't recognise this interpretation of events and believe you were consulted.

The Committee received each of the Public Forum Statements published as a supplementary dispatch on the Bristol City Council website.

33 Planning and Development

The Committee considered the following Planning Application:

33a 22/05714/FB - South Bristol Crematorium and Cemetery, Bridgewater Road

Planning officers introduced the report and made the following comments as part of their presentation:

- The Application is for the expansion of the existing cemetery to allow additional burial space
- The new site is divided into 3 plots – the southern plot, the northern plot by the railway and with an additional plot of land allocated for a new drainage pond and various drainage runs across the site
- Details of the Local Plan allocations were set out on the screen. All the land in question is within the green belt
- The proposed development would be delivered in phases – with the southern area being used prior to the northern plot
- The site neighbored two listed buildings, including the Pavilions, a 1970s low level office block, officers had assessed that it would not impact on this. The other listed building could be identified on the plan as Honeyfield Personal Training and would also not be impacted by the development.
- Section 38(6) stated that the Local Planning Authority should have regard to the development plan unless material considerations indicated otherwise
- Key issues were the urgent need for burial capacity in the city – at current usage it was estimated this would run out after 2 years. In addition, it had been assessed that there were no other opportunity to expand in other cemeteries
- The impact in the green belt was deemed acceptable. Officers' view is that the SNCI can be mitigated with the amendment sheet providing further details of this
- There had been three further objections since the issuing of the amendment sheet, including from the Avion Wildlife Trust
- The land contamination officer had also recommended some additional conditions to have a further assessment of the site



- Therefore, the recommendation contained in the report was to approve subject to the issuing of delegated authority to officers to finalise the proposed conditions

Officers responded to Councillors' questions as follows:

- The biodiversity net gain was set out in the amendment sheet. Following a number of revisions, the BNG assessment had now been set as positive 2.93% gain in area habitats, 107% gain in hedgerow units and 0.19% gain in river units
- Councillors' concerns were noted about the impact on Yew Tree Farm and its viability. Officers confirmed that mitigation to enable it to continue through improvements in the remaining land and that the Council would be directly involved in negotiations to enable Yew Tree Farm to continue to use it. In addition, it should be noted that the amount of land affected was a comparatively small area of land
- Members' concern was noted that there had been an apparent lack of consultation with Yew Tree Farm as the adjacent land user and current tenant. Whilst the specific list of consultees was not available at the meeting, officers could confirm that consultation involved the neighbours, erection of site notices and notices in the local paper, two of which were statutory requirements. Yew Tree Farm were consulted as part of the Community Involvement Statement – even though they had not been listed specifically as stakeholders, they had been consulted and their views given the appropriate weight. Officers had been advised by the applicant that there had been extensive negotiations
- Officers read Policy DM19 in detail – they key issue was that the site was policy compliant, with a positive uplift and with mitigation provided
- The southern plot of land was outside the SNCI whilst the two northern plots were wholly inside it with the SNCI boundary being drawn around the existing cemetery
- The Committee needed to assess Policy DM17 concerning potential harm to the urban landscape against the need for a cemetery with the urgent need for burial space being a material consideration
- The proposed development was in line with DM19 and achieved a positive balance. The shortage of burial space would have an impact on equalities which was another important factor and why substantial weight needed to be given to the issue of the city running out of burial space
- All issues which had planning impact needed to be treated as a planning consideration. The impact of harm on the site was considered on a net basis rather than gross
- Officers explained the impact of previous planning history on the site as follows – the site had been granted in 1963 for use as a cemetery with a further application made in 1969 for specific works. In 2022 an application for a certificate of lawfulness was submitted which was intended to demonstrate that continued use of the site in accordance with the original planning permission would be lawful. At the time that the application was made, it was not entirely clear whether planning permission was extant hence they were advised to withdraw it and put in a new full application for the development. Whether extant or not, this is not material to your decision either way.
- Whilst the original crematorium was built within the required timescale, it was not clear whether subsequent developments had been. Whilst officers had been advised that the site was originally farmland that had been the subject of a Compulsory Purchase Order, it had not been possible to confirm this



- There was a hedge situated between Triangle Plot 1 and the farmhouse but this was not as significant as other hedgerows and therefore did not appear on the plan on Slide 8. Regardless of how robust the hedge was, the ability to view one from the other and the harm incurred would be negligible
- Network Rail had very specific requirements concerning infrastructure and would be unlikely to accept the proposed drainage runs linking to their infrastructure
- The drainage officer had confirmed that what is proposed was satisfactory
- A Construction Management Plan could be drawn up to ensure proper controls over the time and impact of the construction period, which could be secured by condition
- The Environment Agency had confirmed they were satisfied with the proposal and had no concerns about the possible impact of embalming fluid on the brook or land

Committee Members made the following comments:

- The Chair of the Committee set out the key issues that members needed to balance in forming a decision
- The importance of this cemetery needed to be acknowledged as a site not just for the dead but also for visitors. There was also an important equality issue at stake since different cultures required different methods of burial. Whilst the environmental impact was less of a concern since the mitigation seemed satisfactory, the impact on Yew Tree Farm remained the biggest concern. The apparent lack of discussion with the owner to find a solution was a cause of great concern and further effort was needed to find a compromise between the two
- This is a sensitive and difficult application. Members expressed a great deal of sympathy with Yew Tree Farm in view of the great work they carried out and their wish to continue. However, this was not a planning consideration and there was an urgent need for more burial space. If Bristol City Council were to be so short of space that they needed to stockpile coffins, this would rightly create an outcry. However, the potential impact on Yew Tree Farm was embarrassing given the importance that the local authority attached to Gold Standard Food and its environmental credentials. Councillors indicated that they were very unhappy with the applicant's approach on this and that no alternative sites had been identified. However, the application showed a net environmental gain and had to be determined on its merits
- The application had not been handled properly. If the Committee supported the application, it would not be able to protect sites that it should be. Therefore, the application should not be supported
- The key issue was not the applicant's approach but one of political leadership since they had pursued what they had been requested to do. In this case, there had been a very rigid policy of ensuring that the lines between development control and planning strategy were not in any way blurred. Whilst the SNCI policy allowed for development in exceptional circumstances, the rules around heritage needed to be considered. Since the site contained some very old trees, this is the context in which this valuable history sits and may well provide a strong case to refuse the application
- Although the situation was not satisfactory, the application should be supported as there is an urgent need for burial space.



- This was a very difficult application in which priorities needed to be balanced. Whilst Yew Tree Farm had been treated appallingly and continued support for it was needed, there was a desperate need for burial space and therefore with a heavy heart it should be supported
- Landowners' rights also needed to be protected in this case. In view of the acute embarrassment concerning the situation and the impact on Yew Tree Farm, the applicant would be very likely to ensure that the continued prosperity and viability of it was maintained going forward
- This was the first application that had come forward on this site and no alternative sites appeared to have been considered. It appeared to have been made purely on the basis of administrative convenience. If there genuinely are no other sites, this might be a reasonable decision but in the absence of this, it should be opposed
- It was unfortunate that this application had come to Committee before a strategy had been approved at Cabinet. It would shortly be discussed at the Communities Scrutiny Commission and it would be preferable to consider their views before making an irreversible decision with potential long term implications since there was lots of other land available that needed to be fully explored
- There was a vital need for more land to be used for this purpose. It was a human right to be buried
- It was understandable that this issue provoked a great deal of emotion. If the application was approved, there would need to be a great deal of effort made to ensure mitigation for Yew Tree Farm. It was acknowledged that Bristol was short of land or housing and that this development was badly needed. It would not be acceptable to require residents to bury relatives outside the city boundary when there were options available to prevent this.

The Committee noted that they had the option to defer the application pending reconsideration at a future meeting (usually the next meeting). Officers would be requested to draw up possible reasons for refusal within the report in the event that the Committee decided to proceed with a refusal.

Councillor Steve Pearce moved that the recommendations contained in the report be approved, seconded by Councillor Lesley Alexander and upon being put to the vote, it was **LOST (2 for, 7 against)**.

Councillor Guy Poultney moved, seconded by Councillor Chris Windows and upon being put to the vote, it was

RESOLVED (7 for, 2 against) – that the application be deferred pending a further report to be resubmitted to a future meeting. This should include possible reasons for refusal based on the issues suggested by Councillors at the meeting.

35 Date of Next Meeting

The next meeting is scheduled for 2pm on Wednesday 18th October 2023 in the Council Chamber, City Hall, Bristol.

The meeting ended at 8.00 pm



CHAIR _____



Action Sheet – Development Control Committee B

Date of Meeting (s)	Item/report	Action	Responsible officer(s)/Councillor	Action taken / progress
6 th September 2023		No Actions		
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DEVELOPMENT CONTROL COMMITTEE B

18 October 2023

REPORT OF THE DIRECTOR: DEVELOPMENT OF PLACE

LIST OF CURRENT APPEALS

Householder appeal

Item	Ward	Address, description and appeal type	Date lodged
1	Westbury-on-Trym & Henleaze	137 Northover Road Bristol BS9 3LG Retention of existing metal railings to roof of single storey extension to rear of property and implementation of new timber screening to sides. Appeal against refusal Delegated decision	25/08/2023
2	Filwood	28 Langhill Avenue Bristol BS4 1TN Two storey side extension, associated works and replacement porch. Appeal against refusal Delegated decision	29/09/2023
3	Clifton Down	18 Abbotsford Road Bristol BS6 6HB Creating a parking space in our front garden and lowering the kerb in front of the house to facilitate access. Appeal against refusal Delegated decision	29/09/2023
4	St George Central	3 St Helens Walk Bristol BS5 7RQ Two storey side extension, and part two storey, part single storey rear extension with hipped roof. Appeal against refusal Delegated decision	05/10/2023

Informal hearing

Item	Ward	Address, description and appeal type	Date of hearing
5	Easton	91 - 101 Church Road Redfield Bristol BS5 9JS Outline application for the demolition of buildings and erection of student accommodation, with access, with layout and scale to be considered. Appeal against non-determination	31/10/2023
6	Lockleaze	Ever Ready House Narrowways Road Bristol BS2 9XB Outline application with access, layout and scale to be considered, for demolition of existing buildings and redevelopment of site to provide up to 40no. C3 dwellings and up to 3no. Class E units with associated drainage and hard/soft landscape works. (MAJOR) Appeal against non-determination	14/11/2023

Written representation

Item	Ward	Address, description and appeal type	Date lodged
7	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
8	Knowle	318 Wells Road Knowle Bristol BS4 2QG Proposed kitchen extraction from A3 Unit below. Appeal against refusal Delegated decision	13/04/2023
9	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
10	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

11	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
12	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
13	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
14	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
15	Henbury & Brentry	The Dower House Station Road Henbury Bristol BS10 7QJ Proposed 1no. detached 4 bedroom dwelling and garage with on-site parking and associated works. Appeal against non-determination	27/06/2023
16	St George West	Land At Junction Of Church Road And Chalks Road Bristol BS5 9EN Erection of a third floor to consented scheme 22/00111/X, to provide 1no. additional self-contained flat, including alterations to approved external appearance. Appeal against non-determination	28/06/2023
17	Clifton	22 Regent Street Bristol BS8 4HG First floor single storey flat with a green roof and courtyard area above the ground floor shop extension to the rear of No. 22 Regent Street. To create an additional bedroom to the existing attic flat with a matching tiled mansard roof between 22 and 24 Regent Street. To renovate and restore the old shopfront to new arched windows to match previous existing. Appeal against refusal Delegated decision	30/06/2023

18	Clifton	22 Regent Street Bristol BS8 4HG Additional first floor, single storey flat with a green roof and courtyard area above the ground floor shop extension to the rear of No. 22 Regent Street. To create an additional bedroom to the existing attic flat with a matching tiled mansard roof between 22 and 24 Regent Street. To renovate and restore the old shopfront to new arched windows to match previous existing. Appeal against refusal Delegated decision	30/06/2023
19	Ashley	23 Wathen Road Bristol BS6 5BY Appeal against enforcement notice for works to roof without planning permission. Appeal against an enforcement notice	12/07/2023
20	Clifton Down	11 Wellington Park Bristol BS8 2UR Appeal against a High Hedge. Appeal against high hedge	12/07/2023
21	Frome Vale	4 Grangewood Close Bristol BS16 2QN Erection of a detached two storey dwelling with parking facilities. Appeal against refusal Delegated decision	12/07/2023
22	Horfield	Beaufort Multi Storey Car Park Southmead Hospital Southmead Road Bristol BS10 5FN External alterations to the south-western and north-eastern elevations of the Car Park. Appeal against refusal Delegated decision	13/07/2023
23	Stoke Bishop	Pavement South Side Clifton Down South West Of Junction With The Avenue Bristol BS8 3GH Proposed 5G telecoms installation: H3G 17m street pole and additional equipment cabinets. (BRC25452) Appeal against refusal Delegated decision	18/07/2023
24	Bishopsworth	Highways Land Between Church Road And Whitchurch Road Bristol Application to determine if prior approval is required for a proposed: Streetpole style telecommunications mast. Appeal against refusal Delegated decision	19/07/2023

25	Cotham	65 Lower Redland Road Bristol BS6 6SR Application for a lawful development certificate for an existing use as a large HMO (Sui-generis). Appeal against refusal Delegated decision	21/07/2023
26	Stockwood	88 Stockwood Road Stockwood Bristol BS14 8JE Demolition of single storey side conservatory and construction of 2-storey, 2-bed dwelling together with associated works, including rear extension. Appeal against refusal Delegated decision	26/07/2023
27	Hotwells & Harbourside	133 Hotwell Road Bristol BS8 4RU Change of use from Use Class E(b) (Restaurant) to Use Class C3 (Residential : 1 No self-contained maisonette). Appeal against refusal Delegated decision	28/07/2023
28	Hartcliffe & Withywood	301 Bishport Avenue Bristol BS13 0PL Second storey side extension over existing attached garage. Appeal against conditions imposed Delegated decision	01/08/2023
29	Bedminster	43 Ruby Street Bristol BS3 3DX Change of use from a C3 dwelling to a HMO for 7 occupants. Appeal against non-determination	01/08/2023
30	Henbury & Brentry	Vicarage Station Road Henbury Bristol BS10 7QQ Demolition of existing buildings and provision of 14 no. 4 bedroom residential dwellings (Class C3), together with car parking, new vehicular access, communal amenity, landscaping, installation of plant, and other associated works. Appeal against non-determination	03/08/2023
31	Horfield	188 Southmead Road Bristol BS10 5EA Certificate of proposed development for a hip to gable roof extension loft conversion with rear dormer, 3no. front roof lights and associated fenestrations. Appeal against non-determination	09/08/2023
32	Filwood	Land To Rear Of 32 - 36 Somermead Bristol Construction of 2 No. offices with storage. Appeal against refusal Delegated decision	09/08/2023

33	Ashley	163 Gloucester Road Bishopston Bristol BS7 8BE Construction of decking and seating, and canopies over part of the rear garden. Appeal against refusal Delegated decision	09/08/2023
34	Hotwells & Harbourside	33 Pooles Wharf Court Bristol BS8 4PB Installation of solar panels on south facing roof slope. Appeal against non-determination	10/08/2023
35	Bedminster	Land Adjacent To Teddies Nurseries Clanage Road Bristol BS3 2JX Proposed demolition of existing buildings and erection of replacement building for indoor recreation use (Class E(d)), with associated car parking (resubmission of 21/05474/F). Appeal against refusal Delegated decision	15/08/2023
36	Hengrove & Whitchurch Park	Land Adjacent To 16 Belland Drive & 24 Belland Drive Bristol BS14 0EW Erection of detached dwellinghouse. Appeal against refusal Delegated decision	16/08/2023
37	Cotham	89 High Kingsdown Bristol BS2 8ER Enforcement notice appeal for change of use of property to small hmo use class C4. Appeal against an enforcement notice	18/08/2023
38	Clifton	Second Floor Flat 4 19 York Gardens Bristol BS8 4LN Proposed rear dormer and roof alterations Appeal against non-determination	22/08/2023
39	Avonmouth & Lawrence Weston	48 Station Road Shirehampton Bristol BS11 9TX Demolition of the existing workshop at the end of the rear garden of 48 Station Road and the construction of 2no. three bedroom dwelling houses (3b5p). Appeal against refusal Delegated decision	22/08/2023
40	Brislington East	37 Hollywood Road Bristol BS4 4LD Demolition of an attached garage and the erection of a 1-bed, 2-person, attached dwelling with associated works. Appeal against refusal Delegated decision	24/08/2023

41	Frome Vale	705 Fishponds Road Fishponds Bristol BS16 3UH Ground and first floor rear extensions. Appeal against non-determination	12/09/2023
42	Bedminster	102 Ashton Drive Bristol BS3 2PT Proposed two storey side extension. Appeal against non-determination	12/09/2023
43	Ashley	Flat 2 8 Argyle Road St Pauls Bristol BS2 8UU Retention of use as a small HMO (C4) for 3-6 people. Appeal against refusal Delegated decision	13/09/2023
44	Ashley	Flat 1 10 Argyle Road St Pauls Bristol BS2 8UU Retention of use as a small house in multiple occupation (C4) for 3-6 people. Appeal against refusal Delegated decision	13/09/2023
45	Ashley	Flat 1 8 Argyle Road St Pauls Bristol BS2 8UU Retention of use as a small house in multiple occupation (C4) for 3-6 people. Appeal against refusal Delegated decision	13/09/2023
46	Stoke Bishop	47 Shirehampton Road Stoke Bishop Bristol BS9 2DN Demolition of existing conservatory and partial demolition of existing garage. Construction of new garage space with home office space over and new dormer to rear roof. Appeal against non-determination	20/09/2023
47	Avonmouth & Lawrence Weston	19 Capel Road Bristol BS11 0RD New dwelling. Appeal against refusal Delegated decision	26/09/2023

List of appeal decisions

Item	Ward	Address, description and appeal type	Decision and date decided
48	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	Appeal dismissed 07/09/2023

49	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	Appeal dismissed 07/09/2023
50	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	Appeal dismissed 07/09/2023
51	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	07/09/2023
52	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	Appeal dismissed 05/09/2023
53	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	Appeal allowed 21/09/2023
54	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	Appeal allowed 21/09/2023
55	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	Appeal dismissed 15/09/2023
56	Redland	186 Redland Road Bristol BS6 6YH Retention of stainless steel/glass balustrade, at roof level. Appeal against refusal Delegated decision	Appeal dismissed 14/09/2023

57	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	Appeal dismissed 14/09/2023
58	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	Appeal allowed 13/09/2023
59	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	Appeal allowed 13/09/2023
60	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	Appeal withdrawn 29/08/2023
61	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	Appeal dismissed 06/10/2023
62	Clifton	21 Constitution Hill Bristol BS8 1DG Mansard roof extension. Appeal against refusal Delegated decision	Appeal dismissed 13/09/2023
63	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	Appeal allowed 12/09/2023 Costs not awarded

64	Knowle	100 Redcatch Road Bristol BS4 2HQ Demolition and re-positioning of curtilage listed stone wall with brick capping. Appeal against refusal Delegated decision	Appeal allowed 12/09/2023
65	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	Appeal dismissed 22/09/2023
66	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	Appeal dismissed 26/09/2023
67	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	Appeal dismissed 12/09/2023
68	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	Appeal dismissed 27/09/2023 Costs not awarded
69	Bishopsworth	45 Bridgwater Road Bristol BS13 7AX Rear and side dormer roof extensions. Appeal against refusal Delegated decision	Appeal dismissed 25/08/2023
70	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	Appeal dismissed 25/08/2023
71	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	Appeal dismissed 30/08/2023

72 Ashley

85 York Road Montpelier Bristol BS6 5QD
Loft conversion - Erection of a rear dormer and installation of
3 x roof lights on the front roof slope.
Appeal against refusal
Delegated decision

Appeal allowed
22/09/2023

DEVELOPMENT CONTROL COMMITTEE B

18 October 2023

REPORT OF THE DIRECTOR: DEVELOPMENT OF PLACE

LIST OF ENFORCEMENT NOTICES SERVED

No Enforcement Notices to report

Development Control Committee B 18 October 2023

Report of the Director: Economy of Place

Index

Planning Applications

Item	Ward	Officer Recommendation	Application No/Address/Description
1	Hartcliffe & Withywood	Grant subject to Legal Agreement	22/05943/X - (Bathurst Basin Bridge Commercial Road) Land Between The A370 Long Ashton Bypass In North Somerset And Cater Road Roundabout Cater Road Bristol Application for the removal of conditions 4, 10 and 13 following grant of planning application 16/05853/X for the variation of condition number 18 - Phase 1. for planning permission - 13/05648/FB.
2	Hotwells & Harbourside	Refuse	22/02127/F - Land To Rear Of 129 Cumberland Road Bristol BS1 6UX Erection of 28 No. (Use Class C3) dwellings and associated works including car parking, cycle parking, refuse storage and landscaping and the change of use of the existing basement to the Georgian House to office (Class E) with associated internal and external alterations and refuse store provision (Major).
		Grant	22/02322/LA - Land To Rear Of 129 Cumberland Road Bristol BS1 6UX Erection of 28 No. (Use Class C3) dwellings and associated works including car parking, cycle parking, refuse storage and landscaping and the change of use of the existing basement to the Georgian House to office (Class E) with associated internal and external alterations and refuse store provision.

WARD: Hartcliffe & Withywood

SITE ADDRESS: (Bathurst Basin Bridge Commercial Road) Land Between The A370 Long Ashton Bypass In North Somerset And Cater Road Roundabout Cater Road Bristol

APPLICATION NO: 22/05943/X Variation/Deletion of a Condition

DETERMINATION DEADLINE: 16 March 2023

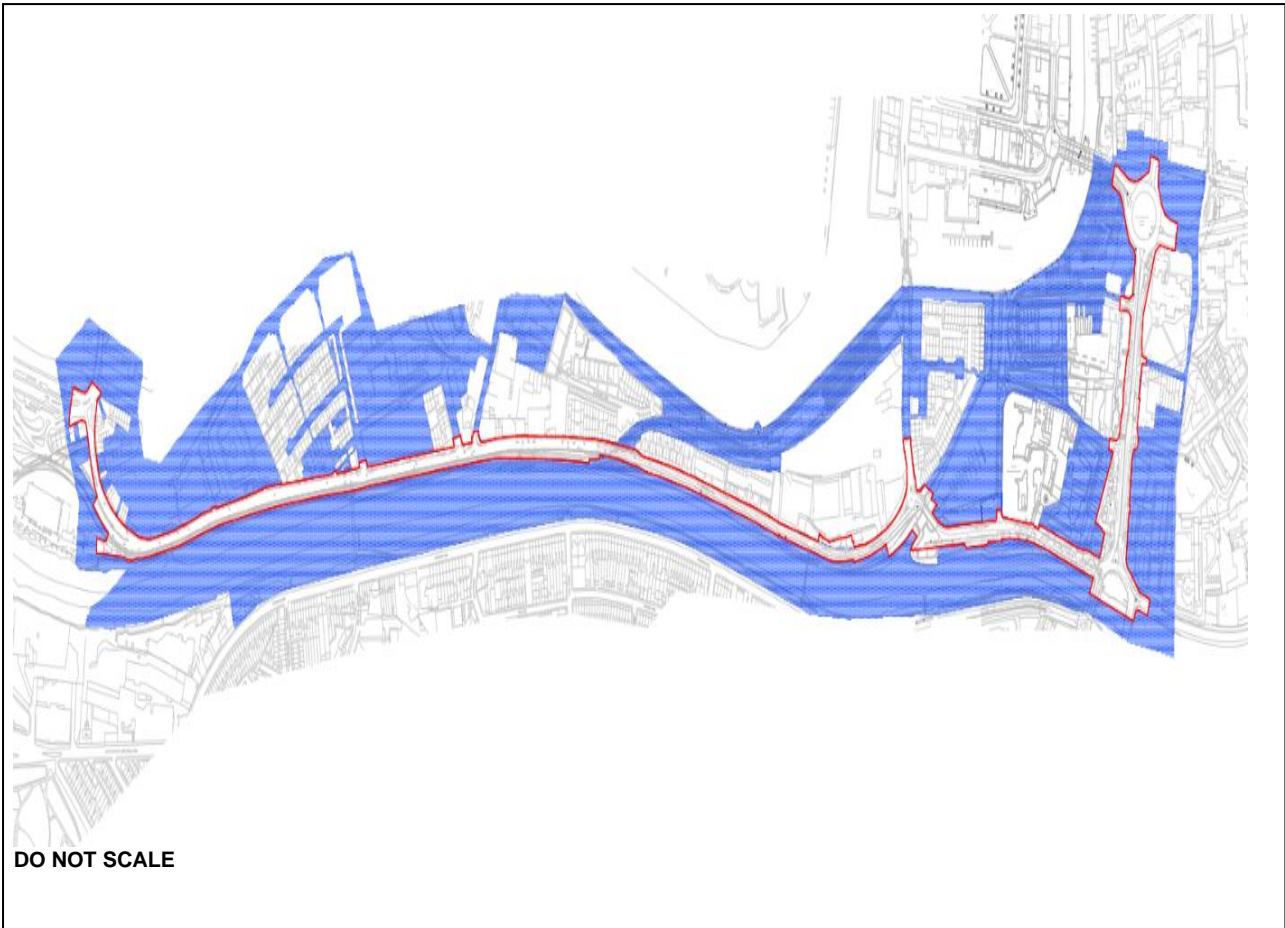
Application for the removal of conditions 4, 10 and 13 following grant of planning application 16/05853/X for the variation of condition number 18 - Phase 1. for planning permission - 13/05648/FB.

RECOMMENDATION: GRANT subject to Planning Agreement

APPLICANT: Bristol City Council
100 Temple Street
Bristol
BS1 6AG

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

LOCATION PLAN:



Development Control Committee B – 18 October 2023

Application No. 22/05943/X : (Bathurst Basin Bridge Commercial Road) Land Between The A370 Long Ashton Bypass In North Somerset And Cater Road Roundabout Cater Road Bristol

UPDATE FOLLOWING WITHDRAWAL FROM COMMITTEE

This application was due to be considered by Development Control Committee B at a meeting on 10 May 2023 (the May Committee Meeting), however it was withdrawn from consideration prior to the meeting at the request of the applicant. The request for withdrawal was accepted by the Committee Chair. It is understood that the applicant, alongside the Mayor's office, wished to consider the evidence submitted in public statements to the May Committee Meeting and whether the fire at Underfall Yard affected the scheme.

The applicant has asked that the LPA determine the scheme as submitted to the May Committee Meeting. No amendments have been made to the application in the time between the May Committee Meeting and this Committee Meeting.

Outside of the planning process, the Highway Authority has used its Permitted Development Rights to informally create additional width for pedestrians. These works do not require planning permission and as such, do not form part of the proposals under consideration in this planning application.

In September 2023, Avon Crescent was reopened to traffic following the expiration of Temporary Traffic Regulation Orders which were put in place to support roadworks on Cumberland Road.

SITE DESCRIPTION AND BACKGROUND

In 2014, planning permission was granted for a revised section of the Ashton Vale to Temple Meads (AVTM) section of MetroBus, from Avon Crescent, along Cumberland Road to Redcliff Hill (application ref: 13/05648/FB).

This planning permission comprised of a new junction with Cumberland Road, a new bridge at Bathurst Basin, flood protection measures, demolition and reconstruction of walls, realignment of highway, crossings, traffic signals and temporary construction areas, bus stops and shelters.

In 2016, an application (ref. 16/05853/X) was approved to vary an approved plan under section 73 of the Town and Country Planning Act 1990 on planning permission 13/05648/FB to allow for the position of the proposed new bridge at Bathurst Basin to be amended.

Avon Crescent

Avon Crescent is characterised by a row of Grade II Listed Georgian houses, located along the eastern side of the road, fronting onto a footway and the highway. The western side of Avon Crescent is comprised of the retaining structure for Cumberland Road and a brick substation building with parallel parking bays along the highway. A stepped access through the retaining wall provides pedestrian access from Cumberland Road to the southern end of Avon Crescent.

Included within the planning permission (ref. 16/05853/X) for AVTM, is a phase of development associated with MetroBus at Avon Crescent which is yet to be implemented. This is comprised of:

- One-way exit from Avon Crescent to Cumberland Road – closing Avon Crescent to normal motorised traffic entering from Cumberland Road.
- Contraflow cycleway access from Cumberland Road to Avon Crescent.
- Realigned retaining wall between Cumberland Road and Avon Crescent.
- Reconfigured junction between Avon Crescent and McAdam Way including creation of pedestrian footway areas.

Development Control Committee B – 18 October 2023**Application No. 22/05943/X : (Bathurst Basin Bridge Commercial Road) Land Between The A370 Long Ashton Bypass In North Somerset And Cater Road Roundabout Cater Road Bristol**

- Echelon parking layout for parking bays on west side of Avon Crescent.
- 'Shared space' highway surface treatment, comprised of pennant stone paving / conservation stone paving, hard and soft landscaping.

These improvements are detailed on previously approved plans 201749-PA-202 and 201749-PA-203 on the extant consent ref: 13/05648/FB.

Extant permission ref. 16/05853/X sought to vary condition 18 to realign the position of the new single span bridge constructed alongside the existing Bathurst Bridge. This part of the scheme has been implemented and Avon Crescent was not affected by that 2016 application.

In June 2018, application ref. 18/02968/X was submitted to vary condition 15 of permission ref. 16/05853/X to provide an alternate scheme of works for Avon Crescent. These details are set out on drawing RS15012 – SK03A.

This scheme was refused in February 2019 on the basis that:

The proposed development would be harmful to conditions of highway safety, especially for pedestrians, contrary to Policy BCS10 (Transport and Access Improvements) and Policy DM23 (Transport Development Management), which seek design developments to provide safe and adequate access to all road users.

Between September 2021 and September 2023, a Temporary Traffic Regulation Order (TTRO) was in place for the closure of Avon Crescent to vehicular traffic to support roadworks on Cumberland Road. This TTRO has expired and the road has reopened to traffic.

PLANNING HISTORY

18/02968/X - Application for variation of a condition No. 15 (List of Approved Plans) following grant of planning permission 16/05853/X.
REFUSED - 05/02/2019.

16/05853/X – Application of variation of condition number 18 – Phase 1. For planning permission 13/05648/FB
GRANTED – 02/02/2017.

16/05418/NMA – Application for a non-material amendment for removal of the Cumberland Road outbound bus lane from proposals.
AGREED – 02/11/2016.

13/05648/FB – Revision to the route of the rapid transit scheme authorised by the Ashton Vale to Temple Meads and Bristol City Centre Rapid Transit Order (the Order). The development comprises construction of a new junction with Cumberland Road, a new bridge at Bathurst Basin, floor protection measures, demolition and reconstruction of walls, realignment of highway, crossings, traffic signals and temporary construction areas, bus stops and shelter.
GRANTED – 18/03/2014.

The Ashton Vale to Temple Meads and Bristol City Centre Rapid Transit Order was made on 19/12/2013 under the Transport and Works Act 1992.

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NB – since grant of planning permission 13/05648/FB, numerous applications to discharge conditions associated with construction phases of this planning permission have been submitted and approved.

Reports about non-compliance with planning conditions have been made since the refusal of application ref. 18/02968/X by interested parties. These reports have been considered by the Planning Enforcement team within the Local Planning Authority (a decision not to register a formal planning enforcement investigation was recorded under planning enforcement case reference 20/30331/BCN on 25.9.2020). More recent reports have also been received and the position advanced is that that the application the subject of this report needs to be decided before a review of any outstanding planning requirements can be undertaken (such as compliance with planning conditions).

APPLICATION

This application seeks to remove conditions 4, 10 and 13 from planning permission ref. 16/05853/X under section 73 of the Town and Country Planning Act 1990. These conditions are written out in full for ease of reference below.

Condition 4

“Submission and approval of replacement tree planting scheme

No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority details for 55 replacement trees to be planted in the approved locations, or alternative locations to be agreed by the Local Planning Authority.

The details shall include the species, stock size, staking and guarding and establishment arrangements of each tree as well as a programme of works for the planting of the trees.

The approved scheme shall be implemented so that planting can be carried out during the first planting season following the commencement of the AVTM MetroBus service. The trees shall be maintained for five years and any trees or plants removed, dying, being damaged or becoming diseased within that period shall be replaced in the next planting season with others of similar size and species to those originally required to be planted unless the council gives written consent to any variation.

Reason: To ensure that the development provides adequate mitigation for the loss of the trees on the site and complies with the Bristol Tree replacement Standards.”

Condition 10

“Submission of full design details including variations

The following aspects of the scheme numbered i-v shall be submitted as a coordinated submission in relation to each phase of work and be approved in writing by the Local Planning Authority before the works approved in that work phase are begun;

i. all hard landscaping (including paving, surfaces, edge details and the retention and reinstatement of existing pennant stone kerbs, cast iron kerb edges and stone sett channels). ii. soft landscaping showing existing planting to be retained and new planting (including species, planting sizes,

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planting densities, planting soils, planting pits and staking, root barrier to enable planting to be carried out in close proximity to underground services, flood retention ponds, ground and earth modelling).

iii. street furniture and equipment, (including, signals, control equipment and signage).

iv. street lighting (including a lighting level contour plan to assess light spill impacts on ecology).

v. bus stop infrastructure.

In drawings submitted to satisfy this condition the following amendments to the drawings submitted with the application shall be made:

- 1. Parking layout within Avon Crescent to ensure that an appropriate means of access is retained to Underfall Yard*
- 2. Review of crossing points in Avon Crescent so that they observe pedestrian desire lines, and associated landscaping.*
- 3. Insertion of a dropped kerb on Cumberland Road to west of the new bridge at Bathurst Basin to provide access onto the shared cycleway/footpath.*

Unless alternative times for implementation are otherwise agreed in writing by the Local Planning Authority, the scheme shall be implemented in accordance with the plans approved under this condition prior to the commencement of the AVTM MetroBus service with the exception that planting may be carried out no later than during the first planting season following the commencement of the AVTM MetroBus service. All retained and newly planted materials shall be maintained for five years from the first use of any part of the road by the public and any trees or plants removed, dying, being damaged or becoming diseased within that period shall be replaced in the next planting season with others of similar size and species to those originally required to be planted unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure a coordinated design of the elements identified so as to ensure the satisfactory appearance and functioning of the development, in the interest of the protecting and enhancing the character of the site and the area and to ensure its appearance is satisfactory.”

Condition 13*Construction Phases*

The construction of the development hereby approved shall not proceed other than in accordance with the approved Works Programme Phasing Plan (drawing ref: 201749-PA-52 P4, received 8 January 2016) unless the Local Planning Authority gives written consent for any variation.

Reason: It is necessary that the stages of development and the provision of associated infrastructure follow a co-ordinated sequence and in order to minimise construction impacts and to enable conditions to be discharged for parts of the scheme to facilitate the sequencing of the approval of further details and construction.

The removal of Condition 4 is sought on the basis that the number of trees proposed to be removed as part of the extant planning permission has been reduced and the opportunities to replace these trees have been limited for reasons of design, safety and the suitability of the locations for planting. A number of trees were also proposed to be planted as enhancements beyond the requirements of the Bristol Tree Replacement Standard.

The following tree removals and replacements were proposed, have been removed, and are now proposed as part of this application:

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Application Ref. / Stage	Tree Removal	Tree Replacements Required by BTRS	Tree Planting (Total)
13/05648/FB (as amended by 16/05853/X)	11 (proposed)	30	41 (proposed)
Scheme Implementation	7 (actual removed)	15	4 (actual planted)

Accounting for the four replacement trees provided to date, 11 further trees are subsequently required for mitigation in line with DM17. In addition, 13 trees would be provided as enhancements.

In line with the Planning Obligations SPD, if new planting cannot be provided onsite, a contribution shall be made towards new planting on public land. Subject to grant of planning permission, a Memorandum of Understanding (MoU) would be required for a payment for tree compensation of £41,348.07 (plus any index-linked increases) for the 24 replacement trees.

The removal of Conditions 10 and 13 are sought to, in effect, remove the Avon Crescent element of the AVTM scheme from the extant permission ref. 16/05853/X. Condition 13 is suggested by the Applicant as no longer being required as construction of the extant AVTM scheme has completed (with the exception of Avon Crescent).

RESPONSE TO PUBLICITY AND CONSULTATION**COUNCILLOR COMMENTS**

Concerns were raised that initially when the application was consulted upon, there was no local councillor in place to represent the Hotwells and Harbourside Ward. To allow for councillor involvement, the application was held into abeyance until a new Ward Member was appointed.

The application was subsequently referred to Committee by Councillor McAllister for the following reasons:

“The proposal will result in a substantial increase in traffic, with associated noise and danger, along a residential street.

Avon Crescent has become a much-utilised walking and cycling route, and removing it from this use now in the face of near-universal public opposition would be detrimental on grounds of air quality and public health and amenity.”

PUBLIC COMMENTS

One round of public consultation was undertaken on this application.

In response, 26 comments were received from 21 different addresses. All were in objection apart from one comment in support, however this was a duplicate of an objecting comment and so should not be considered as a comment in support.

The following planning issues were raised in objection to the scheme:

- Concerns that there would be a negative impact on road safety, in particular in relation to pedestrians and cyclists using the route.
- Concerns about an increase in traffic from current levels and the lack of traffic calming measures.

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- Concerns that there would be a negative impact on road safety as vehicles using this route would speed and rat-run, and existing footways are insufficient.
- Concerns that the removal of the turning-head would require vehicles to conduct a three-point-turn into moving traffic.
- Concerns that the claim of reduced traffic levels has not been evidenced and that there are no Environmental or Traffic Impact Reports provided with the application.
- High numbers of pedestrians and cyclists benefit from this route and so shared space is necessary.
- Concerns that the payment for landscaping would not be spent in the local area, and that the trees would be planted elsewhere in the city.
- Concerns that allowing vehicles to drive along Avon Crescent would have a detrimental impact on Bristol's heritage and the Conservation Area.
- Stating that the mitigation now proposed to no longer be required was a key reason many people supported the original application.
- Concerns that there has been no consultation with local residents.
- Concerns that the plans provided are inadequate.
- Concerns that this would set precedent for developers that they do not have to fulfil safety and environmental mitigation conditions, and would undermine public trust.
- Concerns that the funding for mitigation works has not been spent.
- Concerns that the applicant is in breach of the original planning consent by not fulfilling these conditions.

Councillor McAllister and Councillor Townsend submitted consultation responses in objection to the proposed scheme. Their responses raised the following concerns:

- The route is fully integrated for walking and cycling, and this would be removed should traffic be reintroduced.
- There is no evidence for traffic reduction.
- There would be an increase in noise and traffic and decrease in road safety.
- The proposals would discourage the use of sustainable transport.
- The trees should be planted as originally proposed, especially given there is a climate emergency.

Three local groups also responded to the public consultation; their responses are as follows:

Bristol Tree Forum

- Removing the requirement to plant replacement trees is against local planning policy which requires this and does not allow payment as an alternative.
- The contribution towards tree planting citywide is unclear and planning policy requires trees be planted within a one-mile radius and within the same Area Committee.
- Permanent removal of tree cover should not be a delegated decision and should be considered by the Development Committee.
- The application should not be approved in an incremental manner as this undermines the decision making, and the decision should be considered by the Development Committee not as a delegated decision.
- There is no justification for reducing the number of trees from 55 to 24.
- The compensation amount is incorrect and should be £182,538.40 (indexed £267,643.77).
- There closing date for comments was the day before a byelection in the ward and so there is not proper representation for the ward regarding this decision.
- The title of the planning application does not reflect its intent and so makes it harder for the public and stakeholders to engage.

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- The applicant is in breach of the original planning consent as details for replacement trees should have been approved by the LPA before commencement of works.
- Condition 5 of the original planning consent requires a Detailed Arboricultural Method Statement and Arboricultural Supervision of Key Works; these have not been submitted.

Bristol Walking Alliance

- While the shared space proposal is no longer acceptable, the temporary restrictions in place should be made permanent to turn Avon Crescent into a cul-de-sac for motor vehicles.
- There are insufficient footways and road crossing infrastructure in place.
- Previous application 18/02968/X included traffic calming and crossing measures but was refused for being harmful to conditions of highway safety. The current application does not include traffic calming or crossing measures.
- The tree planting is required due to concerns regarding air quality and lack of shade.

Bristol Cycling Campaign

- The closure of the southern end of Avon Crescent has made the route more pleasant and it is a key walking and cycling route, especially as it is part of the National Cycle Network.
- It is government policy to enable walking and cycling, this application does not align with this.
- The existing footways are insufficient for the amount of pedestrian traffic.
- The ward is currently not represented by a councillor and the application can only be found by searching for Carter Road, in Bishopsworth.
- Concerns whether local residents and Active Travel England have been consulted fully.
- The application would enable driving, contrary to the One City Plan and tackling climate change.
- The temporary closure should be made permanent as it works well.

INTERNAL CONSULTATION

Transport Development Management – No objection

“When the TTRO ends [*note – the TTRO has now expired*], the road would revert to its original design, a through route eastbound with a no entry for westbound traffic at the eastern end of the road. The road operated in this fashion prior to the TTRO closure and is an existing highway layout.

The northern end of Avon Crescent remains how it is now which is how it was before the TTRO. Avon Crescent is a two-way road not a one way road, there is just a point no entry at the eastern end of the road. This would not be a planning issue.

For the pedestrian, the road is going back to operate how it operated previously when the TTOR is removed so pedestrians would be expected to behave as they behaved previously.

Removing the condition to implement a shared space is accepted on the basis it is no longer accepted practice as per government guidance.”

Arboricultural Officer – No objection – Surgery Item

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“The reduction in the loss of trees as part of the AVTM scheme is supported and the challenges around providing the full number of replacements set out in the 2016 scheme are understood. Given that the trees lost were within the highway or its vicinity, the payment trigger would be preferred for a tree in hardstanding as set out in the Planning Obligations Supplementary Planning Document.”

Following discussion with the applicant and a review of Appendix 2 of the Arboricultural Impact Assessment and Tree Protection Plans (Bosky Trees, November 2013), it was agreed that a payment for a mix of trees in soft landscaping and hardstanding would be provided on the basis that this is consistent with the permission ref. 13/05648/FB.

KEY ISSUES**A. WOULD THE PROPOSED REMOVAL OF CONDITION 4 RESULT IN ANY UNACCEPTABLE IMPACTS UPON GREEN INFRASTRUCTURE?**

Policy BCS9 states that individual green assets should be retained wherever possible and integrated into new development.

Policy DM17 requires development to integrate important existing trees.

Condition 4 has been applied *“To ensure that the development provides adequate mitigation for the loss of the trees on the site and complies with the Bristol Tree replacement Standards.”*

The following tree removals and replacements were proposed as part of the extant permission. It is noted that Condition 4 refers to 55 trees, however it is unclear where this figure has been derived from and is assumed to be an error. The following is set out in the approved Arboricultural Impact Assessment (Bosky Trees, November 2013):

Application Ref.	Tree Removal	Tree Replacements Required by BTRS	Tree Planting (Total)
13/05648/FB (as amended by 16/05853/X)	11 (proposed)	30	41 (proposed)

Delivery of the extant permission ref. 16/05853/X to date has managed to retain existing trees at Spike Island (T10) and Bedminster (T53, T54 and T55). This is in accordance with Policy BCS9, which seeks to retain trees whenever possible.

The applicant has provided justification in relation to the lack of tree planting on Avon Crescent. It has identified that the proposed tree replacements would conflict with the proposal to return Avon Crescent to the previous road layout (considered in detail in Key Issue B below).

As tree replacements cannot be provided onsite, a contribution to off-site planting has been agreed in principle, subject to this application gaining consent. This contribution complies with the Bristol Tree Replacement Standard set out in Policy DM17 and the payments set out in the Planning Obligations Supplementary Planning document. A payment based on a mixture of trees being provided in open ground and trees in hardstanding is proposed based on the results of the Arboricultural Impact Assessment (Bosky Trees, 2013).

Application Ref.	Tree Removal	Tree Replacements Required by BTRS	Tree Planting (Total)
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22/05943/X (this application)	7 (actual removed)	15	4 (actual planted) 24 (contribution towards off-site planting): 11 trees for mitigation, and 13 trees for enhancement.
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This payment would be in excess of the requirements of the Bristol Tree Replacement Standard and would provide an opportunity for the provision of trees off-site to enhance the character of the surrounding area in appropriate locations.

In the public statements to Committee on 10 May 2023, a query was raised as to the size of the contribution sought and why it represented the costs for both a mix of trees in hardstanding and in open ground. The proposed mix of contributions sought is set out below:

	Cost per tree	No. of trees	Total
Open Ground	£765.21	15	£11,478.15
Hardstanding	£3,318.88	9	£29,869.92
Total			£41,348.07

A mix of contributions for trees in hardstanding and in open ground was considered appropriate based on the tree planting proposed in Appendix 2 of the Arboricultural Impact Assessment from permission ref. 16/05853/X¹. This sets out 24 of 41 replacement trees are planted in open ground, equivalent to approximately 60%. As such, approximately 60% of the trees for the contribution would be planted in open ground.

On the basis of the above, it is concluded that the proposed amendments would comply with the reasons set out in Condition 4 and on the basis that a payment is made in accordance with the Bristol Tree Replacement Standard, the condition is no longer required.

It is considered that the proposed removal of condition 4 would not result in any unacceptable impacts upon green infrastructure and would accord with Policy BCS9 by retaining more trees than the extant consent.

B. WOULD THE PROPOSED REMOVAL OF CONDITIONS 10 AND 13 RESULT IN ANY UNACCEPTABLE IMPACTS?

Policy BCS10 states that developments should be designed and located to ensure the provision of safe streets. Development should create places and streets where traffic and other activities are integrated and where buildings, spaces and the needs of people shape the area.

Policy BCS21 of the Core Strategy aims to ensure that all new development in Bristol achieves high standards of urban design. The policy states that design can contribute positively to local

¹ The approved Arboricultural Impact Assessment for AVTM is saved under 13/05648/FB as the s73 permission ref. 16/05853/X did not affect tree removals.

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character by responding to the underlying landscape structure, distinctive patterns and forms of development.

Policy BCS21 of the Core Strategy states that high quality design should consider the amenity of both existing and future development.

Policy BCS22 states that development proposals will safeguard or enhance heritage assets [including listed buildings and Conservation Areas] and the character and setting of areas of acknowledged importance. Avon Crescent is comprised of Grade II Listed Georgian terraces, located within the City Docks Conservation Area.

Policies BCS23, DM33 and DM35 state that development should be sited and design in a way to avoid adverse impacts on environmental amenity by reason of pollution including: noise, vibration and air quality.

Policy DM23 of the Site Allocations and Development Management Policies outlines that development should not give rise to unacceptable traffic conditions and will be expected to provide safe and adequate access onto the highway network.

Condition 10 was attached to 16/05853/X to: *“ensure a coordinated design of the elements identified so as to ensure the satisfactory appearance and functioning of the development, in the interest of the protecting and enhancing the character of the site and the area and to ensure its appearance is satisfactory.”*

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This remainder of this Key Issue covers each aspect of the condition reason below in turn.

Appearance and character

The condition was applied on the basis that it was necessary to protect and enhance the character of the site, in accordance with Policy BCS22. When considering the Policy wording, there are two options for development proposals within Conservation Areas. The Policy states that development must safeguard (or protect) **or** [emphasis added] enhance the heritage asset and its setting, in this case the City Docks Conservation Area.

By returning to an existing road layout and function, the scheme would not enhance the character of the Conservation Area. Whilst this would be a reduction in terms of the benefits of the extant scheme, the Policy requires as a minimum that the appearance of the area is maintained and the proposal not to implement a scheme at Avon Crescent would be consistent with this.

By maintaining the existing road layout, there is no 'new development' as set out in Policy BCS21 to assess in terms of high-quality urban design.

It is considered that the proposed removal of the Avon Crescent element of AVTM and Condition 10 would accord with Policy BCS22 and safeguard the character of the City Docks Conservation Area.

Function of the development and co-ordinated design

The application sets out that MetroBus AVTM scheme does not require the inclusion of the Avon Crescent section of the scheme as approved via application 13/05648/FB to function.

This is evidenced by the fact that the MetroBus 'm2' service, approved in the Ashton Vale to Temple Meads and Bristol City Centre Rapid Transit Order (the Order) and subsequently amended via 13/05648/FB and 16/05853/X has been running since September 2018 in the absence of a scheme on Avon Crescent.

It is also acknowledged that there is no requirement within the Town and Country Planning Act 1990 for planning permissions to be completed in full to remain valid.

The applicant has set out that shared space would not be an appropriate intervention based on government guidance in the Inclusive Transport Strategy (Department for Transport, 2018). This has been reviewed by Transport Development Management and it is agreed that given the location of Avon Crescent and its layout on a bend, it would not be an acceptable intervention in light of this guidance.

Queries were raised by the Local Planning Authority in respect of highway safety and whether a Road Safety Audit may be appropriate. Transport Development Management confirmed that such an assessment cannot be required as based on the Design Manual for Roads and Bridges (DMRB) and the guidance from Chartered Institution of Highways & Transportation. This states that a Road Safety Audit can only be required when a scheme is 'likely to change road user behaviour'. As this scheme is returning to an existing road layout, the way the road functions and its safety cannot be considered as a planning issue.

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It is also acknowledged that the continued closure of Avon Crescent is not an option as a TTRO can only be applied for twice for a period of up to 18 months, and it cannot be re-applied in the case of Avon Crescent.

Transport Development Management has raised no objection to the application, and it is considered that the function of the MetroBus service would not be impeded by the deletion of Condition 10.

Construction Impacts

Condition 13 was applied to 16/05853/X to ensure that *“the stages of development and the provision of associated infrastructure follow a co-ordinated sequence and in order to minimise construction impacts and to enable conditions to be discharged for parts of the scheme to facilitate the sequencing of the approval of further details and construction.”*

The proposed non-implementation of Avon Crescent would not require any further construction. As such, no impacts are anticipated upon residential amenity through construction.

Concerns have been raised by interested parties in respect of increase noise and air pollution as a result of the removal of Conditions 10 and 13 and the non-implementation of Avon Crescent. The effect of an existing road layout on residential amenity is not a planning issue and cannot be considered as part of this application.

As the construction of the AVTM scheme has been completed in a co-ordinated and sequenced manner, and there is no development proposed to generate construction impacts, it is considered that Condition 13 is no longer required, and it can be deleted.

CONCLUSION

The proposed approach to retain more existing green infrastructure and provide a contribution to off-site tree replacements would be consistent with Policies BCS9 and DM17, as well as the Planning Obligations SPD.

Whilst the extant scheme for Avon Crescent (ref. 16/05853/X) would provide an enhancement to the character of the Conservation Area, concerns have been raised by Transport Development Management about the safety of the proposals. The proposal to retain the existing road layout at Avon Crescent would be consistent with Policy BCS22 by conserving the character of the Conservation Area.

The scope of considerations in respect of Transport and Highways and Residential Amenity are extremely limited given that safety of an existing road layout and amenity impacts arising from it are not planning issues.

There is no reason why Conditions 4, 10 and 13 should be retained and as such, it is recommended that the planning application is approved, subject to planning agreement and conditions.

The following plans are recommended to be removed from the consent:

- 201749-PA-522 P5 Construction Phase Plan, received 24 November 2017
- R06-01 T1 Avon Crescent retaining wall, received 17 December 2013
- 201749-PA-316 P1 Landscape proposals Avon Crescent, received 17 December 2013

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- 201749-PA-202 P3 Proposed general arrangement sheet 2, received 17 December 2013

PLANNING AGREEMENT

As BCC cannot enter into a legal agreement with itself, the contribution towards tree mitigation is proposed to be secured via an internal memorandum of understanding (MoU). The MoU is to secure the following terms:

- Payment towards 24 replacement trees at a cost of £41,348.07.

RECOMMENDED – Resolution to GRANT planning permission, subject to delegation to officers to finalise planning agreement.

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CONDITIONS**List of approved plans**

1. List of approved plans and drawings

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

201749-PA-01C Red site location plan (1 of 9), received 17 December 2013
 201749-PA-02C Red site location plan (2 of 9), received 17 December 2013
 201749-PA-03C Red site location plan (3 of 9), received 17 December 2013
 201749-PA-04C Red site location plan (4 of 9), received 17 December 2013
 201749-PA-05C Red site location plan (5 of 9), received 17 December 2013
 201749-PA-06C Red site location plan (6 of 9), received 17 December 2013
 201749-PA-07C Red site location plan (7 of 9), received 17 December 2013
 201749-PA-08C Red site location plan (8 of 9), received 17 December 2013
 201749-PA-09C Red site location plan (9 of 9), received 17 December 2013
 201749-PA-201 P3 Proposed general arrangement sheet 1, received 17 December 2013
 201749-PA-209 P3 Proposed general arrangement sheet 9, received 17 December 2013
 201749-PA-210 P3 Proposed general arrangement sheet 10, received 17 December 2013
 201749-PA-211 P3 Proposed general arrangement sheet 11, received 17 December 2013
 201749-PA-302 Landscape proposals Cumberland road, received 17 December 2013
 201749-PA-317-319 P2 Landscape proposals Redclif Hill, received 17 December 2013
 201749-PA-512 P1 Extent of demolition, received 17 December 2013
 201749-PA-516 Bus stop detail 1 of 2, received 17 December 2013
 201749-PA-517 P1 Bus stop detail 2 of 2, received 17 December 2013
 201749-PA-518 P2 Temporary construction compounds, received 17 December 2013
 R05-04 T1 Cumberland road wall sections 1 of 2, received 17 December 2013
 R05-05 T1 Cumberland road wall sections 2 of 2, received 17 December 2013
 R05-06 T1 Cumberland Road wall railings, received 17 December 2013
 AVTM-PA-501 Cross section chainage 3275m, received 17 December 2013
 AVTM-PA-502 P1 Cross section chainage 3350m, received 17 December 2013
 AVTM-PA-503 P1 Cross section chainage 3400m, received 17 December 2013
 AVTM-PA-504 P1 Cross section chainage 3550m, received 17 December 2013
 AVTM-PA-505 P1 Cross section chainage 3750m, received 17 December 2013
 AVTM-PA-506 P1 Cross section chainage 4220m, received 17 December 2013
 AVTM-PA-507 P1 Cross section chainage 4950m, received 17 December 2013
 AVTM-PA-508 P1 Cross section chainage 4980m, received 17 December 2013
 AVTM-PA-509 P1 Cross section chainage 5000m, received 17 December 2013
 AVTM-PA-510 P1 Cross section chainage 5275m, received 17 December 2013
 AVTM-SK-12 P1 Commercial Road flood protection, received 17 December 2013
 AVTM-SK-13 P1 Commercial Road flood protection sections, received 17 December 2013
 AVTM-X-GA-SK32 Landscape proposals Wapping Wharf, received 17 December 2013
 201749-PA-203 P3 Proposed general arrangement sheet 3, received 17 December 2013
 201749-PA-204 P3 Proposed general arrangement sheet 4, received 17 December 2013
 201749-PA-205 P3 Proposed general arrangement sheet 5, received 17 December 2013
 201749-PA-206 P3 Proposed general arrangement sheet 6, received 17 December 2013
 201749-PA-207 P3 Proposed general arrangement sheet 7, received 17 December 2013
 201749-PA-208 P3 Proposed general arrangement sheet 8, received 17 December 2013

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Environmental Statement Volume 2, Chapter 10 Nature Conservation – November 2013, received 17 December 2013

DH0245-C001 D Redcliff Hill inbound Site clearance, received 9 March 2015

DH0245-C002 D Redcliff Hill Inbound Kerbs and Surfaces + turning head tracking drawing, received 9 March 2015

DH0245-C003 D Redcliff Hill inbound Drainage and ducting, received 9 March 2015

DH0245-C004 B Redcliff Hill Signing, received 2 December 2014

DH0245-C005 B Redcliff Hill Inbound Road markings, received 2 December 2014

DH0245-C007 D Redcliff Hill inbound Construction Drawings General Arrangement, received 9 March 2015

DH0245-C009 Redcliff Hill Tree Protection Plan, received 2 December 2014

DH0245-C011 C Site clearance Redcliffe Roundabout, received 9 March 2015

DH0245-C012 C Kerbs and surfaces Redcliffe Roundabout, received 9 March 2015

DH0245-C013 C Ducts and drainage Redcliffe Roundabout, received 9 March 2015

DH0245-C014 C Road markings and levels Redcliffe Roundabout, received 9 March 2015

DH0245-C015 C Signing drawing Redcliffe Roundabout, received 9 March 2015

DH0245-C016 C Cross sections around central island Redcliffe Roundabout, received 9 March 2015

DH0245-C017 C General Arrangement Redcliffe Roundabout, received 9 March 2015

DH0245-C111 Redcliff Hill Outbound Site Clearance, received 2 December 2014

DH0245-C113 Redcliff Hill Outbound Road marking and setting out, received 2 December 2014

DH0245-C114 Redcliff Hill Outbound General Arrangement, received 2 December 2014

DH0245-C141 Commercial Road Signs, road markings and tree pit, received 2 December 2014

DH0245-C142 Commercial Road General Arrangement, received 2 December 2014

Use and Supply of Construction Materials Planning condition 8, received 2 December 2014

Arboricultural Method Statement Planning condition 7 (ii), received 2 December 2014

GAV TMR-SK-033 Bathurst Basin Bridges Street Lighting 50% Lux Contour Plot, received 23 February 2015

Written Scheme of Investigation for a Programme of Archaeological Work, received 23 February 2015

Construction Environmental Management Plan Planning Condition 3, received 9 March 2015

370125 8 Bay Landmark Plate MK1A, received 26 June 2015

370127 6 Bay Landmark MK1a Plate Roof - Metrobus, received 26 June 2015

Materials Management Plan (MMP) Form Section 2 & Section 3 Ashton Vale to

Temple Meads Rapid Transport Scheme, received 4 November 2015

201749-PA-209 P4 Planning Application General Arrangement Sheet 9 of 11, received 6 November 2015

201749-PA-210 P4 Planning Application General Arrangement Sheet 10 of 11, received 6 November 2015

E14067-C111 A Redcliff Hill Southbound Site Clearance, received 6 November 2015

E14067-C112 A Bedminster Bridge works Kerbs & Surfaces, received 6 November 2015

E14067-C113 A Bedminster Bridge works Ducts & Drainage, received 6 November 2015

E14067-C115 A Redcliff Hill Southbound Road markings & Setting Out, received 6 November 2015

E14067-C150 A Redcliff Hill southbound works General arrangement, received 6 November 2015

MET_AVTM_013 0 Cumberland Road / Bus Link Rd Traffic Signal General Arrangement, received 8 January 2016

TBC-1 Bristol Bus Route Railing Detail, received 1 February 2016

C12149 Site Management Plan, received 18 April 2016

AVTM-3-GA-DRG-100 T5 Bathurst Basin Bridges Site Clearance, received 27 May 2016

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AVTM-3-GA-DRG-102 T5 Bathurst basin Bridges Pavements, Kerbs and Railing Details Sheet 2 of 2, received 27 May 2016

AVTM-3-DRG-B02-014 C3 Bathurst Basin Bridges New Bridge Commercial Road River Wall, received 27 May 2016

AVTM-3-GA-DRG-101 C2 Bathurst Basin Bridges Pavements, Kerbs and Railing Details Sheet 1 of 2, received 27 October 2016

AVTM-3-GA-DRG-103 C2 Bathurst Basin Bridges Highway Setting Out Details Sheet 1 of 2, received 27 October 2016

AVTM-3-GA-DRG-104 C1 Bathurst Basin Bridges Highway Setting Out Details Sheet 2 of 2, received 27 October 2016

AVTM-3-GA-DRG-105 C2 Bathurst basin Bridges Highway Cross Sections Sheet 1 of 2, received 27 October 2016

AVTM-3-GA-DRG-106 C1 Bathurst Basin Bridges Highway Cross Sections Sheet 2 of 2, received 27 October 2016

AVTM-3-GA-DRG-107 C2 Bathurst Basin Bridges Road Markings and Traffic Signs Sheet 1 of 2, received 27 October 2016

AVTM-3-GA-DRG-108 C1 Bathurst Basin Bridges Road Markings and Traffic Signs Sheet 2 of 2, received 27 October 2016

AVTM-3-GA-DRG-109 C2 Bathurst Basin Bridges Street Lighting, Ducting and Drainage Sheet 1 of 2, received 27 October 2016

AVTM-3-GA-DRG-110 C2 Bathurst Basin Bridges Street Lighting, Ducting and Drainage Sheet 2 of 2, received 27 October 2016

AVTM-3-GA-DRG-111 C2 Bathurst Basin Bridges Surface Water Drainage Inspection Chamber Details, received 27 October 2016

AVTM-3-TPP-DRG-001 C2 Bathurst Basin Bridges Tree Protection Plans Sheet 1, received 27 October 2016

AVTM-3-TPP-DRG-002 C2 Bathurst Basin Bridges Tree Protection Plans Sheet 2, received 27 October 2016

AVTM-3-TPP-DRG-003 C2 Bathurst Basin Bridges Gods Garden Tree Planting, received 27 October 2016

AVTM-3-DRG-B02-008 C2 Bathurst Basin Bridges New Bridge Bridge Deck Reinforcement Details, received 27 October 2016

AVTM-3-DRG-B02-013 C2 Bathurst Basin Bridges New Bridge Gods Garden Access Steps, received 27 October 2016

AVTM-3-ST-DRG-B02-001 C4 Bathurst Basin Bridges New Bridge General Arrangement, received 27 October 2016

AVTM-3-ST-DRG-B02-002 C6 Bathurst Basin Bridges New Bridge Site Limits & Site Clearance, received 27 October 2016

AVTM-3-ST-DRG-B02-003 C4 Bathurst Basin Bridges New Bridge Work Phases, received 27 October 2016

AVTM-3-ST-DRG-B02-004 Bathurst Basin Bridges New Bridge Pile Details, received 27 October 2016

AVTM-3-ST-DRG-B02-005 C3 Bathurst basin Bridges New Bridge Steelwork Layout, received 27 October 2016

AVTM-3-ST-DRG-B02-006 C2 Bathurst basin Bridges New Bridge Steelwork Details, received 27 October 2016

AVTM-3-ST-DRG-B02-007 C4 Bathurst Basin Bridges New Bridge Concrete Outline, received 27 October 2016

AVTM-3-ST-DRG-B02-009 C2 Bathurst Basin Bridges New Bridge End Screen Reinforcement Details, received 27 October 2016

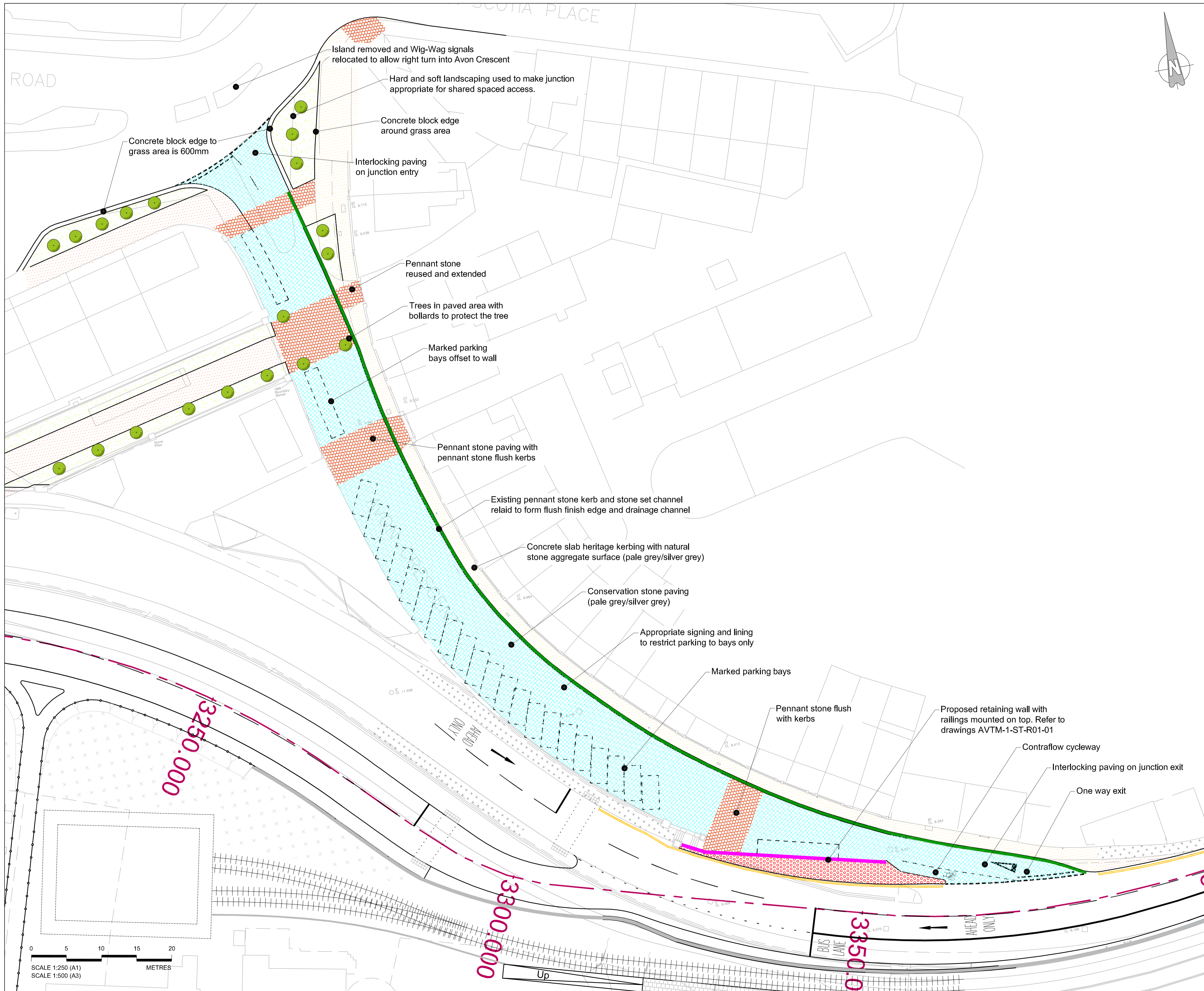
Development Control Committee B – 18 October 2023**Application No. 22/05943/X : (Bathurst Basin Bridge Commercial Road) Land Between The A370 Long Ashton Bypass In North Somerset And Cater Road Roundabout Cater Road Bristol**

AVTM-3-ST-DRG-B02-010 C3 Bathurst Basin Bridges New Bridge Waterproofing and General Details, received 27 October 2016
AVTM-3-ST-DRG-B02-011 C2 Bathurst Basin Bridges New Bridge SE Retaining Wall General Arrangement, received 27 October 2016
AVTM-3-ST-DRG-B02-012 C2 Bathurst Basin Bridges New Bridge SE Retaining Wall General Arrangement, received 27 October 2016
AVTM-3-ST-DRG-B02-015 C3 Bathurst Basin Bridges Northeast and Southwest Wingwalls General Arrangement, received 27 October 2016
AVTM-3-ST-DRG-B02-016 C3 Bathurst Basin Bridges New Bridge Wingwall Reinforcement Details, received 27 October 2016
AVTM-3-ST-DRG-B02-017 C2 Bathurst Basin Bridges North Abutment Stub Wall, received 27 October 2016
287587A-HHE-300-008 P2 FENCING 8 OF 9, received 20 March 2017
287587A-HHE-301-001 P2 FENCING STANDARD DETAILS, received 20 March 2017
287587A-HHE-301-002 P2 FENCING STANDARD DETAILS, received 20 March 2017
287587A-HHE-301-004 P2 FENCING STANDARD DETAILS, received 20 March 2017
287587A-HHE-500-108 P3 DUCTING LAYOUT 8 OF 10 , received 20 March 2017
287587A-HHE-1100-008 P5 KERBING AND FOOTWAY LAYOUT 8 OF 10, received 20 March 2017
287587A-HHE-1101-001 P2 KERBING AND FOOTWAY STANDARD DETAILS 1 OF 2, received 20 March 2017
287587A-HHE-1101-002 P2 KERBING STANDARD DETAILS, received 20 March 2017
287587A-HHE-1101-003 P1 KERBING STANDARD DETAILS, received 20 March 2017
287587A-HHE-1201-001 P1 BOLLARD AND SIGNING STANDARD DETAILS, received 20 March 2017
287587A-HHE-1200-008 P2 TRAFFIC SIGNS AND ROAD MARKINGS, received 20 March 2017
287587A-HHE-1200-009 P2 TRAFFICS SIGNS AND ROAD MARKINGS 9 OF 10, received 20 March 2017
287587A-HHE-4000-002 P3 BUS STOP ARRANGEMENTS CREATE CENTRE IN AND OUT BOUND, received 20 March 2017
AVTM-3-GA-DRG-101 REV C4 BATHURST BASIN BRIDGES PAVEMENTS, KERBS AND RAILING DETAIL 1 OF 2, received 7 September 2017
AVTM-3-GA-DRG-107 REV C5 BATHURST BASIN BRIDGES ROAD MARKINGS AND TRAFFIC SIGNS SHEET 1 OF 2, received 7 September 2017
EX18055-EX100, Existing Layout Survey Information, received 15 December 2022.

Reason: For the avoidance of doubt.

Supporting Documents

- 1. (Bathurst Basin Bridge Commercial Road) Land Between The A370 Long Ashton Bypass In North Somerset And Cater Road Roundabout Cater Road**
 1. Extant Scheme – 201749-PA-316 Avon Crescent
 2. Proposed scheme – Revert Back to Previous Layout
 3. Arboricultural Note



Notes:
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General Notes:
 1. All dimensions are in metres, unless specified
 2. Do not scale from this drawing
 3. Horizontal and vertical alignment is based upon Topographical Survey dated October 2009

- Key:
- Retaining wall
 - Existing footways
 - Concrete slab heritage paving with natural stone aggregate surface (pale grey/silver grey)
 - Grass Mix A (verge)
 - Pennant Stone paving.
 - Raised conservation stone paving (pale grey/ silver grey) set flush with adjacent footway
 - Bitumen surface footpath
 - Stone set channel
 - Proposed Tree
 - Conservation stone pedestrian deterrent paving

Rev	By	Chkd	Apprvd	Date	Description

Client

travel

Halcrow Group Limited
 1 The Square Temple Quay Bristol BS1 6DQ
 Tel: +44 (0)117 910 2500 Fax: +44 (0)117 910 2581
 www.halcrow.com

A CH2M HILL COMPANY

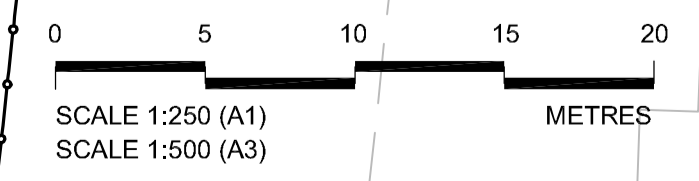
Project **BRISTOL METROBUS ASHTON VALE to TEMPLE MEADS and BRISTOL CITY CENTRE**

Drawing **AVON CRESCENT SHARED SPACE DETAIL**

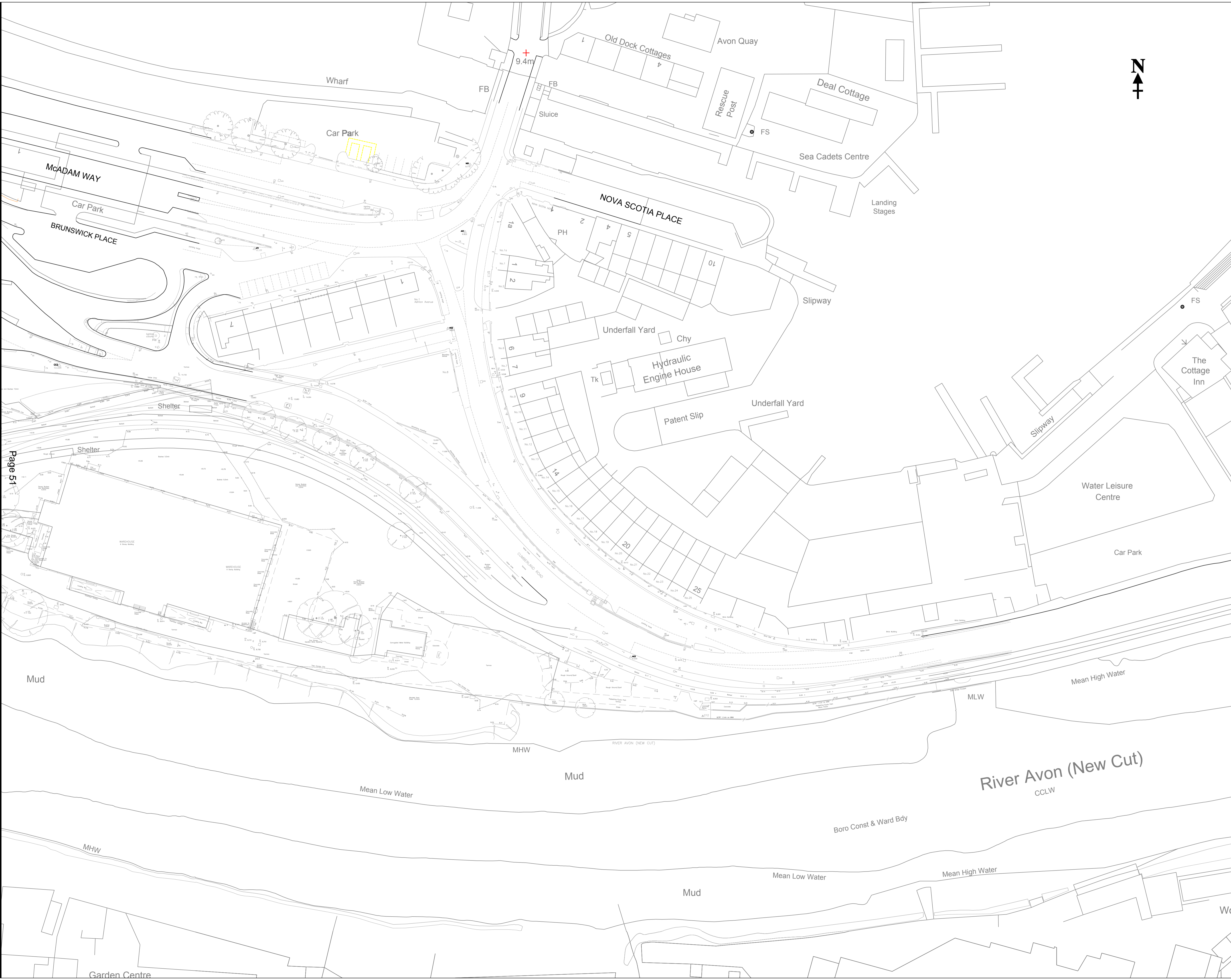
Drawn by: JA Date: 04/10/2013
 Checked by: PF Date: 13/11/2013
 Approved by: BS Date: 29/11/2013

Drawing No. **201749-PA-316** Revision **P1**

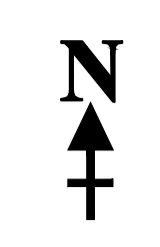
Drawing Scale: 1:250 @ A1



Drawing No. 201749-PA-316
 Revision P1
 Date: 29/11/2013
 User and Plot Date



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BRISTOL CITY COUNCIL

**CITY DESIGN
ENGINEERING
DESIGN**

PO Box 3399, Bristol City Council, Bristol BS1 9NE

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Rev.	Date	Description	By

Project
**Avon Crescent
Highway Improvements**

Title
**Existing Layout
Survey Information**

Client
**Transport
Growth and Regeneration
Mark Sperduty**

Drawn by	Checked by
Date Drawn	Date Issued 08/04/2020
Status	Issued by ND

Scale
1:500 @ A1

Project Number Drawing Revision
E18055 - EX100 -

TREE PLANTING AVTM REVISED SECTION OF THE AVTM FROM CUMBERLAND ROAD JUNCTION TO REDCLIFFE ROUNDABOUT

Introduction

This note is written to provide the justification for a reduction in the levels of planting required on this section of the AVTM scheme and to seek to change the wording of the planning condition. Since the proposals were given consent, we have realised that not all of the initial trees which were earmarked for removal now need to be removed, reducing the number of trees that we should be obligated to plant as replacements and also the proportion of those required as enhancement trees required by Policy DM15. Given the nature of the route and comments from discussions with Highways and the Police there are also concerns with planting some of the trees on certain parts of the route – namely Avon Crescent.

Planning Condition

Condition 4 attached to the Planning Permission 16/05853/X (Application of variation of condition number 18 - Phase 1. for planning permission - 13/05648/FB) requires:

Submission and approval of replacement tree planting scheme

No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority details for 55 replacement trees to be planted in the approved locations, or alternative locations to be agreed by the Local Planning Authority. The details shall include the species, stock size, staking and guarding and establishment arrangements of each tree as well as a programme of works for the planting of the trees. The approved scheme shall be implemented so that planting can be carried out during the first planting season following the commencement of the AVTM MetroBus service. The trees shall be maintained for five years and any trees or plants removed, dying, being damaged or becoming diseased within that period shall be replaced in the next planting season with others of similar size and species to those originally required to be planted unless the council gives written consent to any variation.

Reason: To ensure that the development provides adequate mitigation for the loss of the trees on the site and complies with the Bristol Tree replacement Standards.

Policy - BCC Tree Planting requirements to replace trees

The requirements for replacement mitigation trees are set out as follows, taken from the Bristol Tree Replacement Standard 2012:

Trunk Diameter of Tree lost to development (cm measured at 1.5m above ground level)	Number of Replacement Trees
Less than 15	0-1
15-19.9	1
20-29.9	2
30-39.9	3
40-49.9	4
50-59.9	5
60-69.9	6

70-79.9	7
80+	8

Justification for the condition

The comments received regarding trees in relation to the application are not available on the BCC site as they're removed as soon as an application is granted consent.

However, the Committee Report includes a summary of comments as follows:

BCC TREE OFFICER

- *Proposed tree planting meets the Bristol Tree Replacement Standard (BTRS). Confirmation that utilities searches have been carried out in order to verify the feasibility planting is recommended.*
- *Recommendation that size, stock, species of new trees and protection of retained trees are secured by condition. A detailed method statement regarding works around retained trees should also be conditioned.*

BRISTOL TREE FORUM:

- *Proposed replanting includes 11 more trees than the BTRS requirement.*
- *Loss of trees on Redcliffe Hill is regrettable as they provide important visual amenity value.*

"The impact of the proposal on trees has been assessed for each section of the route and is judged to be acceptable. The tree officer has confirmed that 30 replacement trees would be required to compensate for the 11 trees to be felled. The applicant is proposing to plant a total of 55 trees along or nearby the route, providing enhancement in addition to the compensation requirement.

Whilst a suitable number of trees are proposed nearby sites where existing trees would be removed, further "enhancement" planting tends to be concentrated to pockets such as Brunel Lock, Avon Crescent, Gods Garden and Wapping Wharf, rather than being more evenly distributed throughout the route. The Bristol Tree Forum has identified the loss of trees on Redcliffe Hill and there are no proposed replacements within the immediate vicinity.

The majority of trees proposed to be removed are street trees that make a contribution to street scape. With replacements generally proposed nearby, there is limited opportunity for further trees to be planted within prominent locations within the street. The larger landscaped areas to meet the replacement standard are therefore deemed to be acceptable. Officers are satisfied that all opportunities for new planting along the route have been identified, which is generally constrained due to highway requirements and underground services.

Overall the proposed 55 replacement trees are considered sufficient to provide replacement and help mitigate the impact of the scheme, enhance the public realm and contribute to the Council's aspirations to increase the canopy cover across the city.

In summary, the proposed works across the revised route are satisfactory. Where necessary designs are sensitive to designated heritage assets, preserving and enhancing the character and appearance of parts of the conservation areas, and protecting the setting of listed buildings and non-designated heritage assets. The principles of the landscaping proposals are acceptable although detailed plans and samples of certain surfaces will be required to be submitted and approved post decision. Suitable tree replacement has been provided which will ensure that losses are adequately compensated and,

in some cases, offer enhancement to the areas in which new planting would be located. The proposed creation of a shared space, a reduction in through traffic at Avon Crescent with associated landscaping is considered an appropriate approach to improving links across the area.”

How many trees have/will be removed?

The table below is from Appendix 2 of the Arboricultural Impact Assessment and Tree Protections Plans document produced in November 2013 to support the Revised AVTM Application. The calculations have been made based on the Bristol Tree Replacement Standard 2012. This covers the mitigation element of the tree planting requirements.

Tree number	Location	Species	Stem Ø (mm)	BS5837 Category	Hard/soft	Number of Replacement Trees Required	Proposed Replacements Nearby
T10	Spike Island	Horse chestnut	759	C1	Hard	7	3 (hard) in street
T18	God's Garden	Sycamore	174	C1	Soft	1	5 (soft) in other locations within God's garden
T19	God's Garden	Hawthorn	180	C1	Soft	1	
T20	God's Garden	Sycamore	354	C1	Soft	3	
T21	God's Garden	Sycamore	376	C1	Soft	3	
T22	God's Garden	Rowan	93	C1	Soft	1	
T53	Bedminster	Black pine	380	A1	Soft	3	4 (soft) in roundabout
T54	Bedminster	Silver birch	245	B2	Soft	2	
T55	Bedminster	Silver birch	338	B2	Soft	3	
T148	Redcliff Hill	Norway maple	370	B2	Hard	3	2 (hard) in street
T149	Redcliff Hill	Norway maple	360	B2	Hard	3	
	Avon Crescent				Hard		12 (hard) in street
	B Bond/CREATE				Soft		15 (soft) Birch in planting area
11 trees Removed						30	41

What has been done to date?

- T10 Tree at Spike Island - this tree has not been removed, the bus stop position has been altered to avoid it. This reduced the overall number of replacement trees required by 7.
- God's Garden – Five trees removed, 9 are therefore required.
- T53-T55 Bedminster – These trees were not removed, and therefore the trees are not required as mitigation
- T148-149 Redcliffe Hill – 2 trees were removed. We have planted 4 trees so far to replace these and are required to plant 6, leaving 2 trees still required.
- Avon Crescent – No trees are being removed. The trees indicated here for planting are now considered unsuitable. They would be very close to the carriageway and a number of times a year an 80 tonne wagon transporting boats uses the road as its only access. The planting of trees would make this essential access impossible.

Summary

To date we have removed 7 trees. Using the table above to identify the specific trees and adding up the 'number replacement trees required' column next to the trees removed and the Bristol Tree Replacement Standards therefore we would need to provide 15 trees in lieu of these removals.

We have removed 7 trees (not the 11 originally planned).

The replacement rate for these 7 trees removed is to plant 15 trees.

We have already planted 4 of these 15 trees (nearby Redcliffe Hill).

This leaves 11 trees to plant in total for mitigation.

Given that the number of 'mitigation' trees has reduced from 30 to 15 (a reduction of 50%), we suggest that the number of 'enhancement' trees equals the equivalent proportion (a reduction of 50%, rounded to the nearest tree). This would mean that 13 'enhancement' trees are provided, instead of the consented 25.

The total number of trees required is therefore 28 (15 mitigation, 13 enhancement), less the 4 already planted, requiring provision to be made via funding for 24 trees.

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ITEM NO. 2

WARD: Hotwells & Harbourside

SITE ADDRESS: Land To Rear Of 129 Cumberland Road Bristol BS1 6UX

APPLICATION NO: 1. 22/02127/F & Full Planning
2. 22/02322/LA Listed Building Consent (Alter/Extend)

DETERMINATION DEADLINE: 28 April 2023 &
12 July 2023

Erection of 28 No. (Use Class C3) dwellings and associated works including car parking, cycle parking, refuse storage and landscaping and the change of use of the existing basement to the Georgian House to office (Class E) with associated internal and external alterations and refuse store provision (Major).

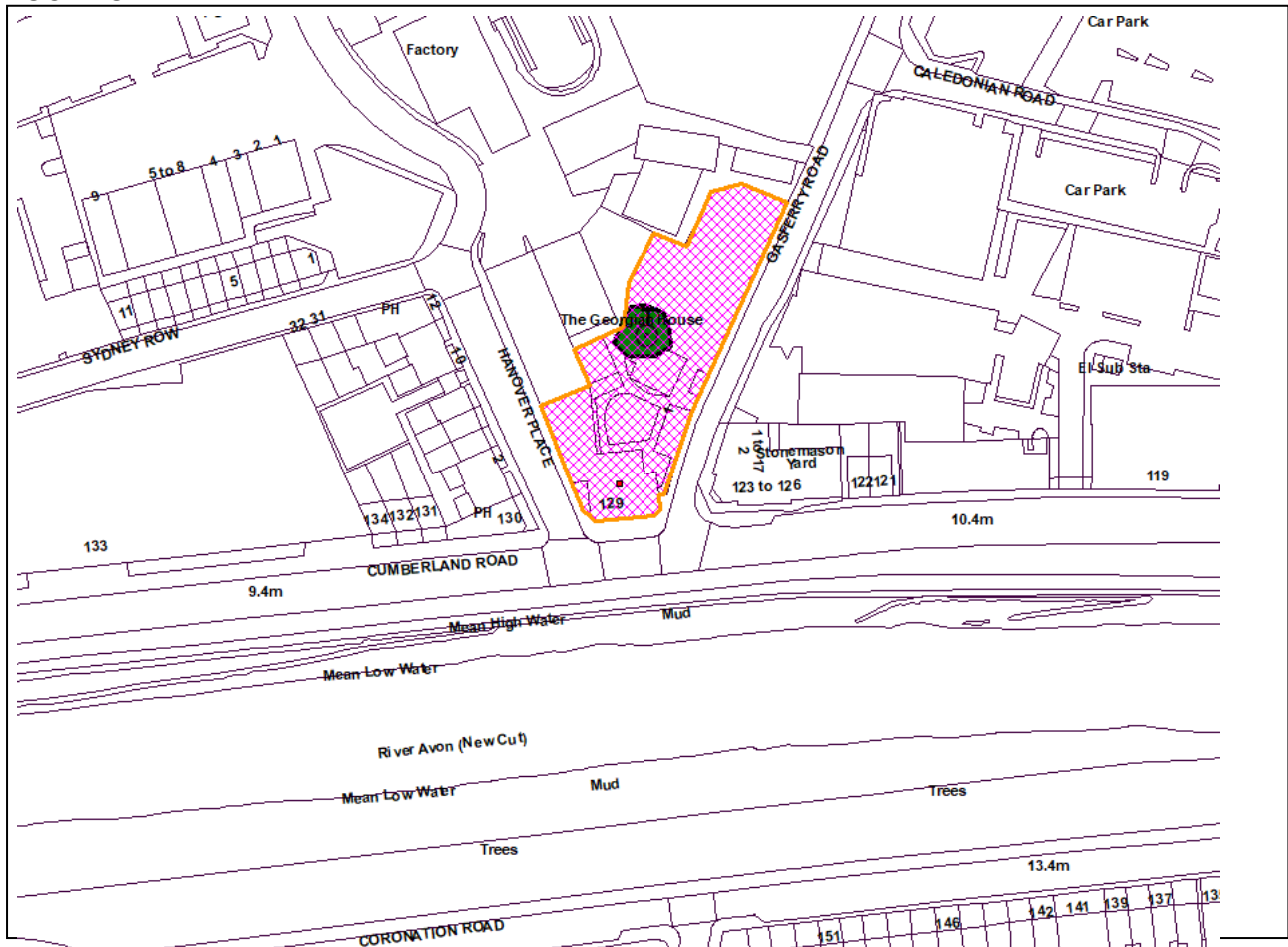
RECOMMENDATION: 1.Refuse &
2.Grant subject to Condition(s)

AGENT: CSJ Planning Consultants Ltd
1 Host Street
Bristol
BS1 5BU

APPLICANT: Cocoa House (Spike Island) Ltd
C/O Agent

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

LOCATION PLAN:



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1. REASON FOR REFERRAL

The application has been referred to Development Control Committee by officers on account of the officer recommendation for refusal and the context of the city's demand for housing. No ward member referral has been received.

2. SUMMARY

2.1. This report relates to two applications on the same site:

22/02127/F- Planning application- Erection of 28 No. (Use Class C3) dwellings and associated works including car parking, cycle parking, refuse storage and landscaping and the change of use of the existing basement to the Georgian House to office (Class E) with associated internal and external alterations and refuse store provision (Major).

22/02322/LA- Listed building consent application- Erection of 28 No. (Use Class C3) dwellings and associated works including car parking, cycle parking, refuse storage and landscaping and the change of use of the existing basement to the Georgian House to office (Class E) with associated internal and external alterations and refuse store provision.

- 2.2. Delegated authority is requested to deal with the listed building consent application, which should cover only the details works to the listed building itself and not the proposed new build development. Permission has been sought from the applicant to update the Description of Development accordingly and confirmation is awaited with update to be provided via the amendment sheet. The Conservation Officer has advised that the alterations to the listed building (including adjacent cycle store) would be acceptable subject to detailed conditions.
- 2.3. The application site is a car park (with 39 spaces) relating to the existing office space within 129 Cumberland Road (a Grade II listed building), which includes the Grade II listed property The Georgian House. The car park landscaping includes 10 mature trees, 9 of which are proposed for removal under the proposal.
- 2.4. The site is within a mixed-use area comprising other residential uses and importantly industrial workshops and boatyard uses that are valuable to the industrial maritime character and history of the area.
- 2.5. The proposal is for a stand alone building with a 4 storey element and a 7 storey element and 29 car parking spaces within an undercroft parking arrangement and to the frontage of The Georgian House.
- 2.6. Key material considerations in the assessment of the application include:
- The proposal would contribute to the citywide housing supply- a significant benefit;
 - Provision of 21.4% affordable housing (6 units) is proposed; however the location, size and tenures have not been agreed.
 - There are objections to the proposed tree removals and appropriate mitigation is not secured;
 - There are clear urban design and heritage reasons for refusal;
 - The biodiversity net gain position is not policy compliant;

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- The amenity of future occupiers would be very poor for a number of units;
- The relationship with neighbouring uses raises significant concern that the design approach taken to mitigate noise impacts for future residents would result in a very poor level of amenity for the proposed residential units in terms of outlook, daylight levels, and thermal comfort and would require mechanical ventilation, requiring energy consumption. A holistic approach to this issue must be taken.
- It has not been demonstrated that the proposal would be policy compliant in terms of sustainability matters.
- There are no objections on transport or flood risk grounds.
- In the absence of a s106 agreement, appropriate mitigation cannot be secured.

2.7. On the balance of all material considerations, refusal of the application is recommended.

3. SITE BACKGROUND

3.1. The application relates to an existing office building within a Grade II listed building/ ancillary buildings and its car park (comprising 39 existing vehicle parking spaces). The site is within the Hotwells and Harbourside Ward, in the city centre.

3.2. The site has the following designations:

Conservation Area (designated heritage asset)

- The City Docks Conservation Area

Listed buildings (designated heritage assets)

- Grade II listed 'The Georgian House'
- Grade II listed 129 Cumberland Road

Locally listed buildings (non-designated heritage assets)

- Adjoining property 'Former warehouse, Hanover Place'
- Adjacent property 'Aardman Building'

Other designations

- Flood Zone 1 (based on BCC L1 SFRA- Present Day maps)
- Coal Authority 'low risk' area
- Clean Air Zone (CAZ)
- Spike Island residents' parking scheme
- Tree Preservation Order (TPO) 290

3.3. The site is within the area covered by the Bristol Central Area Plan.

3.4. The site lies adjacent to part of the area covered by Site Allocation SA104 McArthur's Warehouse. That site has come forward and is nearing completion. A small portion of the site allocation area indicated in the BCAP has yet to be brought forward and remains in active boatyard workshop use and is land owned/ managed by Bristol City Council Docks department.

4. RELEVANT PLANNING HISTORY

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- 4.1. Pre-application enquiry 21/06232/PREAPP- For up to 25 apartments, including 5 affordable units, along with car parking and landscaping works. Closed April 2022.

5. APPLICATION

- 5.1. The planning application is for the erection of a part 4 storey plus mezzanine and part 7 storey plus mezzanine building on the car park of the existing office building. The ground floor would provide car parking, cycle parking, waste storage, a sub-station and the lobby with residential use at the upper floors.

- 5.2. The access and parking arrangements are proposed as follows:
- Two vehicular access points from Gas Ferry Road.
 - Pedestrian access from Gas Ferry Road and via car park entrance to main lobby.
 - 22 vehicle parking spaces comprising:
 - 14 undercroft car parking spaces (with 1 wider accessible space)
 - 8 spaces to the frontage of the listed office building.
 - Residential cycle storage
 - Office refuse and cycle storage within a new structure adjacent to The Georgian House

- 5.3. The proposed housing mix would be as follows:

Size	Number
1 bed, 2 person	11
2 bed, 3 person	12
2 bed, 4 person	1
3 bed, 5 person	4

- 5.4. The affordable housing provision proposed by the application is 6 dwellings as follows with a split between 'affordable rent' (4 no.) and First Homes (2 no.):

Unit No.	Floor	Person/ bedspaces	Size (m ²)
A02	1st	1b2p	52m ²
A03	1st	1b2p	52m ²
A04	1st	1b2p	51m ²
A06	2nd	1b2p	52m ²
A07	2nd	1b2p	52m ²
A08	2nd	1b2p	51m ²

- 5.5. The applicant subsequently proposed to revise this offer to 6 dwellings comprising 4 no. 1-bed units and 2 no. 2-bed units. Revised plans have not been provided or details of the proposed tenure however.
- 5.6. The listed building consent application 22/02322/LA includes the following alterations to the listed buildings to facilitate the conversion of the basement to office use. This would involve:
- New metal staircase
 - Opening up lightwell to the eastern side
 - Reinstate 2 no. windows in blocked openings to the western side with traditional sash windows
 - New window to the eastern side (traditional sliding sash)

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- Remove internal sub-divisions and piers and strengthening of the floor above
- Tanking external walls and floor- drained cavity system
- New refuse/ cycle store

6. STATEMENT OF COMMUNITY INVOLVEMENT (SCI)**Process**

6.1. The application submission includes a Statement of Community Involvement dated February 2022. This states:

- “This consultation follows best practice and advice set out in Bristol City Council’s approved Statement of Community Involvement (2015) and Guidelines for Pre Application Involvement (2018), as well as national planning policy and guidance on pre-application engagement within the National Planning Policy Framework (NPPF) and national Planning Practice Guidance (PPG).”
- The Bristol Neighbourhood Planning Network was consulted at the outset.
- (Former) Ward councillor Alex Hartley was briefed on site, verbally stating his support.
- Meetings were held with key neighbours, including Rolt’s Boatyard and SS Great Britain, to understand any concerns and opportunities.
- The applicant received early written feedback from Bristol Civic Society and secured a slot to present to the Bristol Harbourside Forum (initially cancelled but rescheduled for 26 January 2022).
- The Civic Society welcomed the redevelopment of the site for a mixed-use scheme. ➤ The applicant ran a well-promoted online consultation. Media coverage promoted the proposal; 336 A5 postcard invitations were posted to homes and businesses in the area; 21 feedback forms were received.
- The applicant asked a number of questions, with the responses showing:
 - o Mixed views (40 per cent in favour, 33 per cent against) on using a car park to build homes, though concerns related principally to displaced parking fears;
 - o Mixed views (40 per cent in favour, 33 per cent against) on the design suiting Harbourside, though concerns seemed to relate mainly to height;
 - o 90 per cent said the building height should be lower than McArthur’s Yard;
 - o Two thirds agreed more affordable homes are needed in the area.
 The key issues raised from this small sample included: loss of trees, reduced parking levels, height, and impact on neighbouring businesses. The applicant responds to these - and all points raised by the community - in this report.

Key Outcomes

6.2. As a direct result of community feedback, the SCI states that the applicant has introduced significant further ‘greening’ of the site with additional tree planting, seeded/flowering roofs, planters on terraces, wall-climbing species and potential brown roofs on the existing commercial buildings. These measures will help further increase onsite biodiversity. The applicant team continues to engage with stakeholders and will do so throughout the planning and construction process, should consent be granted.

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7. RESPONSE TO PUBLICITY AND CONSULTATION

7.1. The applications were advertised via site notice, press notice and letters to individual neighbours. This elicited the following response:

- Planning application: 1 comment in support, 2 objections
- Listed building application: 7 objections

7.2. The comment received in support was from The Guinness Partnership (owner of adjacent McArthur's Yard development) on the basis that the design is high quality and responds to the existing environment. TGP has reviewed the plans and do not hold any concerns regarding window distances or overlooking. The scheme will help meet the housing needs of the city.

7.3. The comments in objection included comment from The Conservation Advisory Panel:

"This proposal would completely overwhelm the setting and scale of the adjacent Georgian building. There is concern that this proposal would adversely affect the immediately adjacent existing boat building business. It mimics the former McArthurs Warehouse scheme in scale and design and would form yet another step towards the suburbanisation of this part of the City Docks and further erode the maritime character of the City Docks Conservation Area. This is anywhere architecture that does not reflect the maritime character of the area. It is so dreary it does not capitalise on the area's best features. Consequently, it is considered that the proposal would neither sustain nor enhance the significance of relevant heritage assets and would provide insufficient public benefit to outweigh the harm caused. It does not accord with relevant up to date Local Plan heritage policies and the requirements of the NPPF and therefore cannot be supported."

7.4. Other objections include from Trustees of Puppet Place and Resident Artists of Puppet Place (which is a charitable organisation supporting businesses and artists working in the artform of puppetry, based in the adjacent Unit 18 workshop building):

- The proposal would prejudice the function/ operation of Puppet Place, which involves working with machinery and tools outside, leading to noise and fumes.
- The building appearance doesn't fit with the working nature of the area and is not sensitive to the listed building. It will be overbearing and enclose the open nature of the dockside area.

8. BRISTOL CITY COUNCIL (BCC) CONSULTEE COMMENTS

8.1. **Urban Design Team-** Objects to the proposal- full comments summarised within Key Issues

8.2. **Conservation Officer-** Objects:

"The proposed alterations to the existing Listed Georgian House building are acceptable, subject to appropriate conditions to ensure detailed design and materials are secured to a high quality. However, the proposed new-build structures to the north of the Listed building are overbearing and over-scaled, with an uncomfortable and over-dominant relationship with the historic building."

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Development in this area must be significantly reduced to step-down in scale from the adjacent development to the north rather than matching it across the narrow pathway and mitigate between the amplified height there and the Listed building on the Mcarthurs Warehouse site.

The current proposals pose harm to the setting of the Grade II Listed building and to the special architectural and historic character of the Docks Conservation Area. Whilst the harm would not be of a substantial degree, we are required to place great weight in the conservation of designated heritage assets in the planning balance.

The NPPF requires there to be clear and convincing justification for any harm posed to these assets and their setting. We acknowledge that the development of the site would provide much-needed residential accommodation, but the necessity or appropriateness of the quantum proposed is not adequately explained. A development proposal that fails to prioritise the historic environment in the way the NPPF requires should not be considered reasonable without a clear evidence basis for why exception should be made for harmful impacts. Alternative forms of development that do not harm the heritage assets clearly exist, but it's unclear what alternatives, options that reduce or remove harm, have been explored and why they have been rejected. We don't consider that the harm has been justified."

- 8.3. **Archaeology-** No objection- conditions are recommended.
- 8.4. **Transport Development Management (TDM)-** No objection to the proposal subject to details. Full advice summarised within Key Issues
- 8.5. **Pollution Control:**
- Noise from Puppet Place needs to be assessed.
 - Noise impact on external terraces needs to be assessed.
 - A ProPG Noise Risk Assessment and an Acoustic Design Statement should be submitted.
 - The Noise Impact Assessment focuses mainly on the sound insulation of the building envelope. Relying solely on sound insulation of the building envelope to achieve acceptable acoustic conditions in new residential development, when other methods could reduce the need for this approach, is not regarded as good acoustic design and should be justified.
 - The impacts of the sound insulation approach will require window area to be minimised and mechanical ventilation, which would have urban design, residential amenity and sustainability implications.
- 8.6. **Arboriculture-** Objection- full comments summarised within Key Issues
- 8.7. **Nature Conservation-** A copy of the biodiversity net gain (BNG) metric is required as well as confirmation that the roofs on the existing buildings can take the weight of a biodiverse green roof. If installing a biodiverse green roof on the existing buildings is unviable, the landscape proposals and the BNG metric will have to be re-assessed.
- 8.8. **Housing Delivery Team-** Further discussion required- full advice summarised within Key Issues
- 8.9. **Sustainability Team-** Further information required- full advice summarised in Key Issues below.
- 8.10. **Flood Risk and Sustainable Drainage Team-** further information is required: evidence of the existing soakaway shown on the drainage layout plan (no evidence i.e. access cover

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visible at street level). If the soakaway does exist, confirmation from the highway authority that the arrangement can continue, is required. This could be conditioned if approval is granted.

- 8.11. **Air Quality-** No objections raised.
- 8.12. **Building Bristol-** The submitted Employment and Skills Plan does not meet the minimum commitments.
- 8.13. **Contaminated Land-** The proposed development is sensitive to contamination (residential use) and is on/ adjacent to land , which could be a potential source of contamination. The submitted Phase 1 Desk Study is generally acceptable and recommends further investigation. Conditions would be recommended to secure this should permission be granted.
- 8.14. **Bristol Regeneration Team-** The team is exploring future options for this part of the harbourside including place shaping and public realm improvements with a focus on movement through and around the area. The route between Gas Ferry Road and Hanover Place is one element of the strategy for improving movement through this area. The McArthur's development will contribute improvements to this route, however there would be potential for further improvement with additional contributions. At this stage however, no detailed costings have been calculated for such works.

9. EXTERNAL (NON-BCC) CONSULTEE COMMENTS

9.1. Historic England advice

- Historic England advice - 2nd September 2022

"Significance of Designated Heritage Assets

The application site, currently used as a private car park, sits within the City Docks Conservation Area and within the setting of a number of listed buildings, and also the setting of the SS Great Britain (not listed in its own right but of considerable historic significance).

Immediately to the north is the site of the former McArthur's Warehouse, a late 1890's malthouse for the Bristol United Brewery, currently being re-developed. Together with Great Western House, these new developments have taken a steer from the warehouse architecture that established much of the character and appearance of the Conservation Area. However, the character of areas towards the New Cut is somewhat more varied, particularly in the scale of building, with a greater emphasis on domestic and office buildings, once serving the ship building on the harbour. Boat yards continue to operate immediately around the application site, and we advise that this land use and associated activity contributes to the character of the Conservation Area.

The Georgian House, immediate south of the application, originally domestic, but now offices has its principal aspect facing north and is quite indicative of the scale of historic buildings along the north side of the New Cut. The application site is directly within its setting and visual relationship with the former warehouses on the harbour. Key designated heritage assets in the vicinity of the site include: The Dock Office, Grade II*; the Albert Dry Dock, Grade II listed; the Grade II* Great Western Dock; and the Georgian House, Grade II. The Dock Office and Great Western Dock are in the top 8% of listed buildings.

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Therefore, greater weight should be given to their conservation. The National Planning Policy Framework (NPPF) defines 'conservation' as 'the process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance'.

Summary of proposals.

The application proposes the erection of 28 No. dwellings and associated works, including car parking, cycle parking, refuse storage and landscaping and the change of use of the existing basement to the Georgian House to office.

Impact of the Proposed Development

It is not within our statutory remit to provide advice on the works of conversion or the impact on the setting of the Georgian House and would defer to the advice of your Conservation Officer. The site is, however, over 100m² within the Conservation Area and within the wider setting of highly graded heritage assets, and therefore will advise on the relevant impacts of these assets:

1. We do not object in principle to the re-development of the site, although we do note that historically the area included many open timber yards surrounding the docks and railway sidings, associated with the industrial and ship building activity. The surviving open nature of the site does, therefore, contribute to this character trait, defined by significant building complexes surrounded by open industrial land.
2. In terms of massing and distribution of buildings on the site, the taller block at the northern end does not moderate well the transition between the consented MacArthur's Warehouse scheme and the domestic scale of buildings to the south. We acknowledge that the southern block provides a meaningful step towards the Georgian House. However, the overt verticality and emphasis of the taller element would counter the character and appearance of the Conservation Area. The massing and height of the development should create less of an abrupt transition from north to south and we advise that a reduction in height would achieve this.
3. Architecturally, the composition of individual and superimposed facade elements, projecting balconies and railings running the length of the boundary wall make for a visually busy and unduly cluttered street scene, considering the relative simplicity of non-domestic buildings in the Conservation Area. For the scheme to respond more contextually to the character of the area, we advise that a simplified treatment of the elevations would respond more positively.
4. As we have already alluded to, the presence of continuing boat building activity is very much part and parcel of the character, sights and sounds of the Conservation Area. We would expect that any residential development here would not prejudice the continuation of these businesses and that the design of the development suitably allows for any conflicts to be mitigated or minimised.
5. In term of effects on the setting of the Great Western Dock and Dock Office (both GII*), we do not consider that the proposed development would have an unacceptable degree of impact.

Planning Legislation & Policy Context

Central to our consultation advice is the requirement of the Planning (Listed Buildings and Conservation Areas) Act 1990 in Section 66(1) for the local authority to "have special regard to the desirability of preserving the building or its setting or any features of architectural or historic interest which it possesses". Section 72 of the act refers to the

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council's need to pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area in the exercise of their duties. When considering the current proposals, in line with Para 194 of the NPPF, the significance of the asset's setting requires consideration. Para 199 states that in considering the impact of proposed development on significance great weight should be given to the asset's conservation and that the more important the asset the greater the weight should be. Para 200 goes on to say that clear and convincing justification is needed if there is loss or harm. Historic England's advice is provided in line with the importance attached to significance and setting with respect to heritage assets as recognised by the Government's revised National Planning Policy Framework (NPPF) and in guidance, including the Planning Practice Guidance (PPG), and good practice advice notes produced by Historic England on behalf of the Historic Environment Forum (Historic Environment Good Practice Advice in Planning Notes (2015 & 2017)).

Heritage assets are an irreplaceable resource NPPF 189 and consequently in making your determination your authority will need to ensure you are satisfied you have sufficient information regarding the significance of the heritage assets affected, including any contribution made by their settings to understand the potential impact of the proposal on their significance NPPF 194, and so to inform your own assessment of whether there is conflict between any aspect of the proposal and those assets' significance and if so how that might be avoided or minimised NPPF 195.

The significance of a heritage asset can be harmed or lost through alteration or destruction of the asset or development within its setting. As heritage assets are irreplaceable, any harm (whether substantial or less than substantial) is to be given great weight, and any harm to, or loss of, the significance of a designated heritage asset (or site of equivalent significance) should require clear and convincing justification.

Recommendation

Historic England has concerns regarding the application on heritage grounds. We consider that the issues and safeguards outlined in our advice need to be addressed in order for the application to meet the requirements of paragraph 199, 200 and 206 of the NPPF. In determining this application you should bear in mind the statutory duty of section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess and section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.

Your authority should take these representations into account and seek amendments, safeguards or further information as set out in our advice. If there are any material changes to the proposals, or you would like further advice, please contact us."

- Historic England advice- 14th December 2022

"In response to the points made in the agent's rebuttal to our advice of 2nd September, we would make the following observations and comments:

1. With regard to comments made on the openness of the site, this is an observation on the character and appearance of the conservation area, as a positive attribute. However, as advised, we do not object to the principle of development.
2. There is a significant variation between the character and massing of buildings along the north side of Spike Island and the southern side facing onto the New Cut. Our comments

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relating to massing is based upon the mitigation that could be achieved by providing a greater moderation between the north and south side of the site. The massing of Mc Arthurs Warehouse relates to the warehouses that related to the harbourside, while the domestic-scale architecture is very much along the southern side. In order to provide a more comfortable transition between the two, a reduced massing of the proposed development would better achieve this. It is presently too abrupt in this respect.

3. If the architectural approach is aiming to emulate the warehouses within the conservation area, the detailing of balconies and materiality should be kept relatively simple, but well detailed, which we assume would normally be subject of conditions in the event of an approval. We believe there is still scope for greater simplicity.

4. Noted, as this can be controlled and mitigated through the planning system.

9.2. **Design West-** The pre-application proposal was considered by the Design West review panel in Feb 2022. That proposal was similar to the application proposal:

The proposal to build on the site of an existing car park to the rear of the Georgian House accessed from Gas Ferry Road would provide 28 new apartments including 1, 2 and 3 bedroom flats, along with some exterior parking largely reserved for the adjoining office use.

The site is adjacent to MacArthur's Warehouse, which is currently under construction, and separated from this site by the route of the harbourside walk and a small, existing boat business - Rolts Boatyard. East of this lies the graving yard or dry dock - an early Victorian structure, contemporary with the "Georgian House" and now part of the Albion Docks Boatyard.

The boatyard use is a viable working and noisy enterprise which affects the amenity of any residential space in its proximity. There are other ancillary industrial and boat related uses to the west of this. The ss Great Britain and its visitor facilities lie against the floating harbour to the north-west of the site.

Spike Island forms the whole of the land between the Floating Harbour and the New Cut to the south. The City Docks Conservation Area Assessment describes this area generally as: "Spike Island has experienced less development, (than the north side of the harbour) and the legibility of industrial/maritime character is most tangible (here).

And

"Of special interest is the surviving legibility of industrial/maritime character that remains throughout the Conservation Area, particularly along the south side of the Floating Harbour. Preserving or improving physical circulation, whilst maintaining or increasing views to key features within the City Docks and beyond, is a critical aspect to protect the character or appearance of the Conservation Area."

The Conservation Area Assessment also mentions two of the buildings on site as being key buildings in the Cumberland Road Character Area, their setting is therefore of particular relevance in the context of any change. They are:

- 129 Cumberland Road
- The Georgian House, Gas Ferry Road

As a result of this it was helpful to see that the relationship to the Georgian House had been considered, with the scale and height of the new building reducing towards this listed building and addressing its front facade, albeit separated by the retained car park.

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Identified weaknesses within the Conservation Area include the degraded character of street furniture, lack of pedestrian permeability and the lack of street trees and soft planting among other things.

Turning to the overall proposal, given the significance of this location to Bristol's historical development and city character, and its position with the City Docks Conservation Area, it is striking how little the design team's presentation referenced the site context, instead moving swiftly into the proposed layout of the buildings, quantum of accommodation and street orientation of the development. In doing so, the team have skated over vital contextual information that would better inform the potential development and increase the fit and acceptability of the proposal. Through the presentation it was not clear exactly what the proposed building would offer to enhance the locality; what role the development would play within the flow of the urban fabric; nor how it would relate to the industrial and maritime character of the city docks if at all.

Furthermore, the team's early design commentary dismissed the function of the existing framework of mature Hornbeams onsite as being simply to divide the car park layout. That may have been the original premise of their planting, but the trees now contribute to the wider district's meagre soft landscape network. And as native trees, they are part of the scant biodiversity and ecological habitat in this character zone. Their loss has clearly not been factored into the team's stated "enhanced onsite biodiversity".

The design team's approach to the location, volume and maturity of the trees is simply to clear them as being an impediment to their achievement of development quantum, an attitude that was commonplace and unchallenged amongst developers until latterly. Even before COP 26, Bristol had declared an ecological as well as a climate emergency. In this context, safeguarding existing trees that support air quality, reduce heat island effect, enhance the health and wellbeing of people in the local city area as well as providing valuable ecological habitat should not be overlooked or dismissed as irrelevant.

The neighbouring dockyard uses that have been identified as being noisy require a convincing strategy to protect the amenity of residents in the area, without negatively impacting on their thermal comfort where cross ventilation is proposed for cooling domestic space in summer months. The design team noted that this was being considered and it should be clearly described in any application, as completely sealing the façade toward the Dockyard seemed unlikely to lead to adequate summertime overheating control without resorting to mechanical cooling. On a related point the solar control to the upper floors will need careful consideration as some elevations are significantly glazed.

The panel commented that a clearer evaluation of carbon reduction needs to be shown and this can probably only be fully achieved by incorporating some energy generation on site. The design team noted after the presentation that building-integrated PV and wastewater heat recovery were being considered, which is positive and should be followed through. It was acknowledged that there is a potential tension between heritage context and choice of low-carbon materials. However, the panel felt that further consideration of minimising the embodied carbon of construction is extremely important.

The site orientation towards the Graving Dock needs also to be better examined. The reorientation of the drawing might show that the Gas Ferry Road elevation faces due east, casting doubt on the calculations of solar gain.

While a movement towards more residential development within the City Docks allows for more sustainable living, access to services and walkable neighbourhoods, the team is urged to review the development proposal without prejudice and take on board the site

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character and components as well as its relationship to the surrounding area in a more holistic fashion. And although the panel offered quite detailed comments on the building heights, composition of the facades, the parking numbers, the lack of amenity space (a need alluded to by the client's comments on family accommodation) the make-up of the site metric must be questioned. With reference to Bristol's Urban Living SPD is this development high or medium density, and when the calculations have been made, is the site overdeveloped? Notwithstanding the provision of balconies and the east facing terrace, does the amenity created fulfil the requirements of the SPD?

The panel appreciated the time and effort taken to present this scheme for design review and we would very much like to see it again with the benefit of undertaking a wider contextual evaluation. Given the comments above the panel sees that there is scope for a more generous scheme, one that would reflect the value and character of the surroundings, as well as providing a positive addition to the district's environment and a great place to live.

- 9.3. **Health and Safety Executive (HSE)**- The HSE has raised specific points regarding the fire safety standards where the proposal fails to meet the standards.
- 9.4. **Avon Fire and Rescue Service**- The proposed additional residential development would require one additional hydrant to be installed and appropriately sized water mains to be provided for fire-fighting purposes. This additional infrastructure is required as a direct result of the development and the cost should therefore be borne by the developer. The cost of installation and five years maintenance would be £1500 + vat per hydrant.
- 9.5. **Bristol Waste**- Recommendation made regarding waste container provision- the proposal is overall within the expected output for 28 flats and acceptable.
- 9.6. **The Crime Reduction Unit**- Advice is provided on security measures and access control- including that the courtyard (and car park) should be gated.

10. RELEVANT POLICIES

National Planning Policy Framework – July 2021

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

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

11. EQUALITIES ASSESSMENT

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

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

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

During the determination of this application due regard has been given to the impact of the scheme in relation to the Equalities Act 2010 upon people who share the protected characteristics of age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The proposal will provide a mix of housing sizes and tenures to reflect identified need to include a number of smaller units, 6 of which are proposed to be affordable rent. The access to the majority of dwellings will be at an acceptable gradient and a disabled parking space is provided. It is considered that there will be a positive impact on equalities.

12. KEY ISSUES

12.1. PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

The National Planning Policy Framework (NPPF, 2023) states that "the purpose of the planning system is to contribute to the achievement of sustainable development". This includes economic, social and environmental objectives. Bristol Local Plan: Development Management Policy DM1 (Presumption in Favour of Sustainable Development) outlines that the city's approach to development proposals will generally be positive and reflective of the presumption in favour of sustainable development as referenced throughout the NPPF.

NPPF Paragraphs 11 (c) and (d) state that decisions should apply **a presumption in favour of sustainable development**, which means:

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

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 NPPF requirement to demonstrate a five-year supply of deliverable housing sites plus five per cent land supply buffer. 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. 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, will be required to produce a Housing Action Plan (now produced) and that the presumption in favour of sustainable development in the NPPF will apply.

In view of the above, the development plan policies must be deemed 'out-of-date' and the following assessment is required in accordance with Paragraph 11(d) of the NPPF.

Planning permission should be granted unless:

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

This assessment is covered in the Key Issues below.

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However, that the policies are deemed to be out-of-date does not mean that the policies should not carry considerable weight. Weight is a separate question to whether policies are deemed to be out-of-date and is a matter for planning judgment. In officers' views all of the policy conflicts relate to matters of legitimate planning concern and so considerable weight should be given to the non-compliance with the development plan.

12.2. PRINCIPLE OF DEVELOPMENT- EXISTING AND PROPOSED LAND USES*Existing land use- car parking*

The existing land use is as a car park ancillary to an existing office use. The applicant states that the car park is currently underutilised. The relevant Transport Key Issue refers in detail, however generally in this location, a reduction in car parking would be encouraged to reduce traffic movements into the city centre, reducing congestion and improving air quality.

Proposed residential land use

Core Strategy Policy BCS5 'Housing Provision' sets out the aim 'to deliver new homes within the built-up area' and sets a minimum target of 26,400 homes between 2006 and 2026. The outcome of the 2021 Housing Delivery Test (published January 2022) requires a 20% buffer above the five-year supply. Policy BCS5 identifies that the 'development of new homes will primarily be on previously developed sites'.

Policy BCS20 'Effective and Efficient Use of Land' seeks to ensure that all developments maximise the use of previously developed land. The key expectation of the policy is that development uses land efficiently, achieving densities appropriate for the respective site.

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

The NPPF promotes the effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions (paragraph 119). Paragraph 120d of the NPPF expects planning decisions amongst other things, to 'promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained'.

The application site is within the Bristol Central Area Plan (BCAP) 'City Centre' boundary, where Policy BCAP1 seeks predominantly residential forms of development within Flood Zone 1 to contribute to housing delivery. Policy BCAP41 states that in the 'Harbourside' area, development will be expected to enhance the Harbourside's focus including for maritime industries.

Summary: The proposal would contribute to housing supply by using underutilised and previously developed land within a central area and moderately sustainable location, where higher densities would generally be encouraged. The site is within a mixed-use area including an area that is a particular focus for maritime industries- a role which should be enhanced. The principle of the residential use in this location is therefore acceptable subject to demonstrating that it would not prejudice the operations of existing businesses and industrial uses.

12.3. HOUSING DENSITY, AMOUNT, MIX AND BALANCE

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Policy BCS20 (Effective and Efficient Use of Land) states that imaginative design solutions will be encouraged at all sites to ensure optimum efficiency in the use of land is achieved. Higher densities of development will be sought including in and around the city centre. For residential development a minimum indicative net density of 50 dwellings per hectare will be sought. Net densities below 50 dwelling per hectare should only occur where it is essential to safeguard the special interest and character of the area. The appropriate density will be informed by the characteristics of the site, local context, the site's accessibility, 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.

The Urban Living SPD (ULSPD 2018) outlines the Council's approach to delivering residential development of a high quality at higher densities. In a Bristol context, a review of recent schemes (Urban Living- Learning from recent higher density developments) have demonstrated optimum densities in new development schemes as 200 units/hectare (ha) in a city centre setting. Recent research (Superdensity- HTA et al 2015) has shown that very high density can challenge positive response to context, successful placemaking and liveability aspirations, sometimes resulting in poor quality development (paragraph 0.5). The opportunity to optimise density varies between areas and is very much influenced by the areas character (para. 0.6.1).

The applicants have calculated the application proposal density to be 233dph. There is a question remaining around the site area used to calculate this (depending on whether the parking spaces to the frontage of the office are included) and officers will aim to provide an update via the committee amendment sheet on this figure. There is potential that the density figure would increase to 267dph.

Housing mix and balance

Policy BCS18 requires development to contribute to a mix of housing tenures, types and sizes to help support the creation of mixed, balanced and inclusive communities. Policy BCAP3 sets out that new homes in central Bristol should be inclusive of family sized homes – defined as either houses with two or more bedrooms, or flats with three or more bedrooms and an element of useable outdoor amenity spaces.

The application proposes 28 dwellings, comprising flatted apartments with the following size mix:

- 1 bed, 2 person 39.3% (11 dwellings)
- 2 bed, 3 person 42.9% (12 dwellings)
- 2 bed, 4 person 3.5% (1 dwelling)
- 3 bed, 5 person 14.3% (4 dwellings)

The family-sized dwellings are all duplex arrangements, with living accommodation set across two floors with access to larger private terraces.

Census data 2021 for Hotwells and Harbourside ward indicates the following mix of housing sizes: 1-bed 33%, 2-bed 42%, 3-bed 14% and 4 or more bedrooms 11%. For the Spike Island Lower Super Output Area (LSOA) the mix is similar: 1-bed 37%, 2-bed 47%, 3-bed 12% and 4 or more bedrooms 4%.

While it would be preferable for this development to include more larger units (3 bedroom) to help to redress the imbalance towards smaller homes in this area, the proposal would reflect the existing mix of housing sizes in the area and refusal would not be advised on that basis.

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Core Strategy Policy BCS17 requires provision of 40% affordable housing for developments over 15 dwellings in the Inner West Bristol area. The Supplementary Planning Document (SPD) 'Affordable Housing Practice Note' includes a 'threshold' approach for certain parts of the city. In the Inner West area, applications that provide 20% on-site affordable housing are not required to provide viability assessments demonstrating why full policy compliance is not achievable subject to a number of criteria.

20% of the 28 dwellings proposed equates to 5.6 dwellings. The application proposes 6 affordable dwellings in excess of the threshold requirement. These were originally proposed as 6 no. 1-bed dwellings split over two floors within the building.

The applicant recently proposed a revised mix for the affordable housing offer comprising: 4 no. 1-bed dwellings and 2 no. 2-bed dwellings. However, no revised plans have been submitted confirming the location or tenure of these units.

The Housing Delivery Team is unable to advise on the proposal without such detail. Based on the original proposals, however they have raised concerns regarding the location and tenure of the affordable homes. Registered providers (RPs) of affordable housing have certain requirements when looking to take on new properties including how the location of the units would work operationally in terms of management and it needs to be confirmed if an RP would be supportive of units that are part of a mixed tenure floor/ block. Confirmation is needed by the proposal for 'affordable rent'. Rental properties are expected to be delivered as 'Social Rent' as asset out in the Affordable Housing Practice Note (AHPN). A plan is required to indicate proposed affordable units.

Without further information, the application cannot be supported on this basis.

12.5. HEALTH AND SAFETY EXECUTIVE RESPONSE

The Health and Safety Executive are statutory consultees for development that include a 'relevant building' (in this case it is triggered by building height). Their headline response is that they have 'some concern' regarding the proposals, specifically relating to the firefighting lift/ stair. The applicant has submitted further evidence on this point and an urgent response sought from the HSE. An update will be provided to the Committee, however until a final response has been received from the HSE then this would form a reason for refusal of the application.

12.6. URBAN DESIGN AND HERITAGE*Summary*

- Historic England raises concerns of the impact on the character of the Conservation Area;
- Design West raises concerns regarding lack of consideration to context and enhancement of character of the area, loss of trees, relationship with dockside uses and impact on amenity and that the overall amount of development has implications for amenity.
- The Council's Urban Design and Conservation Team object to the proposal on grounds of overall amount of development and impact on the scheme, loss of trees, layout, height, scale and massing, impact on character and distinctiveness and liveability issues.
- The proposal fails to address relevant planning policy and provide clear and convincing justification for the harm to the character and appearance of the City Docks Conservation

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Area and the setting of The Georgian House Grade II Listed Building. Great weight should be given to the conservation of heritage assets. The public benefits of the proposal would not be concluded to outweigh the harm caused to the heritage assets.

Detailed considerations

Policy BCS21 advocates that new development should deliver high quality urban design that contributes positively to an area's character and identity, whilst safeguarding the amenity of existing development.

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

DM26 expects developments to contribute towards local character and distinctiveness by restoring the local pattern and grain of development, responding appropriately to the height, scale, massing, shape, form, and proportion of existing buildings, building lines and setbacks from the street, as well as reflecting locally characteristic architectural styles, patterns and features.

DM27 expresses that the layout, form, pattern and arrangement of streets, buildings and landscapes should contribute towards to creation of quality urban space and that the height, scale and massing of development should be appropriate to the immediate context, site constraints, character of adjoining streets and spaces and setting. Development should provide a coherent, interconnected and integrated built form that relates to its immediate context.

Policy DM29 requires new buildings to be designed to a high standard of quality, responding appropriately to their importance and reflecting their function and role in relation to the public realm.

Historic England (HE) advice

HE is a statutory consultee on the application due to the size of the development within the Conservation Area and being within the wider setting of highly graded heritage assets (including The Dock Office, Grade II* and the Grade II* Great Western Dock). It is not within HE's remit to comment on the impact on The Georgian House building (Grade II listed).

HE has raised concerns to the proposals (see Consultee Comments above for full text) as summarised below:

The site lies in an area of transition between the large-scale warehouse architecture to the north (along the harbourside) and the lower-scale architecture to the south, along the New Cut. The application site is within the setting of The Georgian House and has a visual relationship with the warehouses on the harbour. Boat yards immediately around the site are low-scale and their uses contribute to the maritime industrial character of the Conservation Area.

The proposed taller block at the northern end does not moderate well the transition between the consented MacArthur's Warehouse scheme and the domestic scale of buildings to the south. We acknowledge that the southern block provides a meaningful step towards the Georgian House. However, the overt verticality and emphasis of the taller element would counter the character and appearance of the Conservation Area. The massing and height of the development should create less of an abrupt transition from north to south and we advise that a reduction in height would achieve this.

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Architecturally, the composition of individual and superimposed facade elements, projecting balconies and railings running the length of the boundary wall make for a visually busy and unduly cluttered street scene, considering the relative simplicity of non-domestic buildings in the Conservation Area. For the scheme to respond more contextually to the character of the area, we advise that a simplified treatment of the elevations would respond more positively.

Design West Review Panel (DW) advice

DW provide independent urban design advice on schemes and advised on the pre-application scheme (which was similar to the current application scheme) as follows (full comment above under Consultee Comments):

- Lack of reference made to site context and how the development would enhance the locality or relate to the industrial and maritime character;
- The existing trees contribute to the soft landscape and biodiversity network of the area. The context of the declared ecological and climate emergency mean that the value of these should be recognised.
- The relationship with neighbouring dockside uses requires a convincing strategy to protect the amenity of future residents, without negatively impacting their thermal comfort or reliance on mechanical cooling. Solar control to the upper floors will need careful consideration as some elevations are significantly glazed.
- A clearer evaluation of carbon reduction is needed. Further consideration of minimising the embodied carbon of construction is extremely important. Doubt is cast on the solar gain calculations in terms of specified orientations.
- While a movement towards more residential development within the City Docks allows for more sustainable living, access to services and walkable neighbourhoods, the team is urged to review the development proposal without prejudice and take on board the site character and components as well as its relationship to the surrounding area in a more holistic fashion.
- It is queried whether the development is medium or high density (ref. UL SPD) and is the site overdeveloped and does the amenity created fulfil the requirements of the SPD?
- The panel consider that there is scope for a more generous scheme, one that would reflect the value and character of the surroundings, as well as providing a positive addition to the district's environment and a great place to live.

The Council's Urban Design and Conservation Team objects to the proposals on the following grounds:

- i. *The overall quantum of development fails to deliver the place, context and liveability aspirations sought by the Urban Living SPD.*
This point is elaborated on in the points below.
- ii. *Character and distinctiveness of the area*
The LPA agrees with the character summary within Historic England's comments. The Georgian House is indicative of the scale of historic buildings along the north side of the New Cut. While trees generally are not part of the traditional dockside character, the prominence of the mature trees on this site lend a garden setting to the historic building and enhance the character of the area providing relief from the built form, particularly the large-scale warehouse architecture. Furthermore, they provide beneficial greening, heat moderation, surface water run off moderation and nature conservation benefits.

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The application would remove the majority of trees from the site, without meaningful replanting that would be sustainable in the long-term.

The proposal would harm the character and distinctiveness of the area through failing to address the scale of the built form to the north of the New Cut, which is distinct from that of the larger-scale warehouse buildings to the north. The proposal would fail to enhance the character and appearance of the Conservation Area through its architectural approach, which fails to appropriately reference the context.

iii. Height, scale and massing

The proposed new-build structures to the north of the Listed building are overbearing and over-scaled, with an uncomfortable and over-dominant relationship with the historic building. Development in this area must be significantly reduced to step-down in scale from the adjacent development to the north rather than matching it across the narrow pathway and mitigate between the amplified height on the Mcarthurs Warehouse site and the Listed building.

The 13.0m distance between the listed building and the new building is considered appropriate only if the scale is reduced. The proposed 3-storey height brick parapet building for the southern elevation is considered appropriate in proportion to the listed building. However, the additional topmost floors over this 3-storey building are considered excessive. They generate a negative impact to the listed historic asset.

The above issues are intrinsically linked to the lack of contextual understanding. A full visual impact assessment from different viewpoints, following UL SPD guidance, has not been submitted. For instance, axial view along Sydney Road needs to be included in a view assessment. The rear elevation of any development on this site should be designed to positively respond as an end to this vista. This is not attained. Some reasons are expressed in the paragraphs below.

iv. Layout

The footprint of the building covers almost the totality of the site. The proximity of the proposed development to the adjacent sites makes this project non-compliant in two accounts: limiting the quality of the future development and, prejudicing any potential development of the existing. For example, the proposal doesn't give satisfactory consideration of the adjacent boatyard where the distances along the west boundary vary between 1.0m to the rear staircase, and less than 4.0m to bedroom windows. It is also unsatisfactory to have bedroom windows at 1.8m distance from the north boundary.

The proximity results in small openings which affect in the solid-to-void ratio on those elevations, and, subsequently, offer a lack of interest on these rear elevations as well as affecting the outlook from the internal spaces.

In relation to the adjacent Puppet Place site, the distance is just 2.5m. Although the openings on this elevation are shown with more generous dimensions, privacy and daylight will become an issue when future development is brought forward for the neighbouring site.

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As mentioned above, the trees in this setting are important because their visibility from the public realm contributes to the greenery of the area. Retaining the trees will make the proposal compliant to our policy and current Climate Emergency initiatives. However, Officers acknowledge the constraint to development if all of them are to be incorporated in the proposal. Simultaneously, the loss of all of them is unacceptable.

To surmount this challenge, Officers strongly recommend retaining the group of trees at the northern boundary and planting new trees along the Gasferry Road frontage to compensate the potentially acceptable removal of T07 to T10. Therefore, revision and reduction of the footprint to provide both, the strip of land at the front and usable communal amenity space at the back, would resolve compliance with our policies. The proposed layout and landscape, as submitted, are not agreeable.

v. *Liveability issues: insufficient provision of outdoor space*

If the design is successful in delivering a suitable living environment for future residents and existing neighbours, comments are as follow:

- The Rolt's boatyard is a thriving business. Protecting this activity should be of planning consideration
- Undoubtedly, this activity with its noise contamination will impact the residential development of the site.

To the assessment of whether the proposed approach to noise assessment and mitigation is acceptable, read comments from the Pollution Control Team. It is noted that, residential properties facing onto the boatyard, will have to keep windows closed to maintain recommended internal noise levels when the boatyard is operating. If the windows are not openable, these questions the qualification of 'double aspect' flats, thus, the opportunity to have natural through-ventilation to the dwellings. This reduces the quality of the living environment during hot weather.

It is also important to note the Urban Living assessment was not submitted. To other liveability aspects, the shared access and internal spaces are of poor quality, with no natural light and ventilation to corridors and staircases. Also, the private outdoor space does not comply with the UL SPD, which recommends 167sqm; neither there is information or provision of play area for children, which is calculated in 80sqm.

Summary

A residential development in this location is supported in principle. However, the current proposal has 'maximised' rather than 'optimised' the density in this small infill development site within the City Docks Conservation Area. Together with the lack of contextual understanding, the scheme brings a negative impact on related goals of successful placemaking, relating to context and liveability, representing an over-intense development.

As such, the siting, layout, height, scale, massing and design of the proposed development are not considered to be an appropriate design response as the proposal is cramped overdevelopment of the site resulting in a poor relationship with neighbouring properties and a poor standard of amenity for future occupiers. The proposal would harm the area's character and identity and the setting of The Georgian House Grade II listed buildings. The proposal would not accord with the requirements of BCS21, DM21, DM26, DM27 and DM29 or the NPPF.

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Further consideration of the specific impact on heritage assets is set out below.

12.7. HERITAGE ASSETS

Policy BCS22 states that development will safeguard or enhance heritage assets and the character and setting of areas of acknowledged importance including historic buildings both nationally and locally listed and conservation areas.

Policy DM31 requires development that has an impact upon a heritage asset will be expected to conserve and where appropriate enhance the asset or its setting. The policy then details various requirements in relation to different types of heritage assets including:

Listed Buildings

Alterations, extensions or changes of use to listed buildings, or development within their vicinity will be expected to have no adverse impact on those elements which contribute to their special architecture or historic interest, including their settings.

Conservation Areas

Development within or which would affect the setting of a conservation area will be expected to preserve or where appropriate enhance those elements which contribute to their special character or appearance.

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

The Local Planning Authority is also required (under Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990) to pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area. The case of R (Forge Field Society) v Sevenoaks DC [2014] EWHC 1895 (Admin) ("Forge Field") has made it clear where there is harm to a listed building or a conservation area the decision maker "must give that harm considerable importance and weight." [48].

Section 16 of the national guidance within the NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation, with any harm or loss requiring clear and convincing justification. Paragraph 202 of the NPPF states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

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

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

'Significance' is defined (also in Annex 2) as *"the value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural,*

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artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting."

The City Docks Conservation Area Character Appraisal indicates that the site is located within Character Area 4 'Cumberland Road and the New Cut' of the Conservation Area. This document sets out that the predominant characteristics of this sub-area include buildings of a scale between 2.5 to 4 storeys of a residential scale. Its strengths include its heritage buildings and well-designed modern residential development. Weaknesses include a lack of street trees and soft planting.

The current proposed development would pose harm to the setting of the Grade II Listed Georgian House building by reason of its height, scale, massing and proximity to the listed building. The development would pose harm to the special architectural and historic character of the City Docks Conservation Area through its inappropriate scale within the context and in relation to the listed building. Whilst the harm would not be deemed 'substantial', great weight must be placed on the conservation of designated heritage assets in the planning balance.

The NPPF requires there to be clear and convincing justification for any harm posed to these assets and their setting. Officers acknowledge that the development of the site would provide much-needed residential accommodation, but the necessity or appropriateness of the quantum proposed is not adequately explained. A development proposal that fails to prioritise the historic environment in the way the NPPF requires should not be considered reasonable without a clear evidence basis for why exception should be made for harmful impacts. Alternative forms of development that do not harm the heritage assets clearly exist, but it's unclear what alternatives, options that reduce or remove harm, have been explored and why they have been rejected. The harm has not been justified.

Listed building alterations- The Council's Conservation Officer has confirmed that the proposed alterations to the listed building are acceptable subject to appropriate conditions to secure detailed design and materials. Delegated authority is requested to determine the listed building application separately.

Archaeology- There are no objections and conditions would be recommended.

12.8. TREES, LANDSCAPING AND NATURE CONSERVATION

Trees and landscaping

Policy BCS9 of the Bristol Core Strategy states that individual green assets [including trees] should be retained wherever possible and integrated into new development. Loss of green infrastructure will only be acceptable where it is allowed for as part of an adopted Development Plan Document or is necessary, on balance, to achieve the policy aims of the Core Strategy. Appropriate mitigate of the lost green infrastructure assets will be required. Development should incorporate new and/ or enhanced green infrastructure of an appropriate type/ standard and size.

Policy DM15 sets out criteria for the provision of certain types of green infrastructure assets and Policy DM17 of the Site Allocations and Development Management Policies Document (SADMP) supports this objective and sets out the standard for compensatory tree planting where tree loss is essential to allow for appropriate development. The Bristol Central Area Plan encourages all new development to include elements of green infrastructure (Policy BCAP25).

The existing car park contains 10 trees (9 of which are proposed for removal). Tree T3 a copper beech to the north of the Georgian House is a mature specimen (Tree Protection Order 290). The proposed parking bays adjacent to T3 copper beech, compared to those in the existing layout,

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would be closer to the base of the tree over an existing footpath and hedging. The alterations required to achieve this have not been discussed and therefore there is an undefined risk to this important tree protected by TPO 290. T4 Hornbeam is proposed to be reduced to enable the construction phase; reducing a trees canopy will stimulate growth and this tree will soon become too large within the context of the proposed development and the likely outcome will be the trees removal within a relatively short space of time.

The current proposal seeks to remove a majority of the existing trees on site. The footprint of the proposed development covers the vast majority of open ground within the redline boundary making on site mitigation re-planting very difficult. The 'Landscape Sketch Plan' Dwg 1067-SK01 has identified a number of space saving trees in an attempt to mitigate tree loss on site; the details provided within this document are limited and not sufficient to secure a the tree planting by condition. The plan proposes 3 fastigate trees within the green space adjacent to T2 Mulberry. This is a high-quality aged specimen for the species and provides the focal point to the courtyard garden. The introduction of additional trees in this area will only detract for the mulberry and will overshadow the tree as they mature. The Plan only shows planting locations, it does not provide species, canopy sizes at planting or as the tree matures. The Arboriculture Officer does not agree this is a viable proposal.

The plan also seeks to plant pleached hornbeam on the western boundary of the site. Pleached trees are basically a high hedge on a clear stem that provides screening. The adjacent site is not residential and therefore I do not see elevated screen is necessary in this location. Pleached trees also need a high level of maintenance in order to prevent them becoming mature trees. Whilst access is possible from the development plot, how will the neighbouring side be maintained and who will hold the management responsibility for this side. The plan does not provide any details regarding the number of trees proposed in this location. Any trees within the canopy of T4 will not tolerate the dense shade cast from the trees.

A planter is proposed on the first floor with a fastigate tree. Without significant management and sufficient soil volume, trees in planters have a short safe useful life expectancy and will not contribute as a green infrastructure asset to any significant degree. Full tree pit details, soil compositions and maintenance of this plant needs to be addressed before it is considered reasonable. One hornbeam has been identified at ground level that could be feasible and provide a valued contribution to the proposed. The proposed tree planting species are limited to Hornbeam and 3 unidentified fustigate trees. This does not provide any diversity of species to ensure future disease tolerance across the site. I would consider the proposed landscape has been created to fit as many trees on site as possible without considering biodiversity, the nature conservation value of trees or how the site will be managed into the future regarding the proposed tree planting. The landscape proposals do not seek to provide tree lined streets or contribute the character and quality of urban environments or help mitigate or adapt to climate change.

The loss of 9 of the 12 trees on site is considered detrimental to the biodiversity of the site, the landscape proposals do not improve or enhance new or existing trees. Mitigation for the loss of trees has not been fully addressed at this stage because an acceptable landscape scheme has not been provided and therefore should be refused.

19 replacement trees would be required under the Bristol Tree Replacement Standard (Planning Obligations SPD). Financial contributions should be a last resort only when on site mitigation cannot be achieved. The policy expectation is that existing trees should be retained and enhanced and only removed when necessary.

A financial contribution to mitigate the loss of trees would need to be used within a 1-mile radius of the proposed development. Given the lack of open ground for replanting within this area, the

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higher contribution value would be sought for new tree pit construction. The contribution would be £63,058.72.

Nature Conservation

The NPPF Paragraph 174 (d) states that planning policies and decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity.

The Council's Nature Conservation Officer has advised that The Biodiversity Net Gain (BNG) assessment and metric for this proposal calculates a 11.72% net gain in biodiversity, however the longevity of the proposed habitats is in question which puts the BNG calculation under scrutiny.

This proposal is not considered to align with policy DM17 of the Bristol Site Allocations and Development Management Policies Local Plan, and policy BCS9 of the Bristol core Strategy.

Policy DM17 of the Local Plan states:

“All new development should integrate important existing trees”.

The proposal currently removes 9No out of the 12No existing trees on site. This loss is considered significant from a Nature Conservation perspective as the site is located in an urban area and the ecological value of this site depends on the mature trees present (as they undoubtedly support invertebrates and bird species). For this reason, they are considered to be important features. Their loss and subsequent replacement with fewer, smaller trees in arguably less-desirable locations for birds post-development is not considered appropriate.

Policy BCS9 of the Bristol Core Strategy states:

“Individual green assets should be retained wherever possible and integrated into new development. Loss of green infrastructure will only be acceptable where it is allowed for as part of an adopted Development Plan Document or is necessary, on balance, to achieve the policy aims of the Core Strategy. Appropriate mitigation of the lost green infrastructure assets will be required.

Development should incorporate new and/or enhanced green infrastructure of an appropriate type, standard and size. Where on-site provision of green infrastructure is not possible, contributions will be sought to make appropriate provision for green infrastructure off site”.

The majority of the trees on this site have not been retained or integrated into the proposal. The site is not allocated for development so the amount of tree loss proposed is not considered acceptable, and the 5No trees proposed on site are not considered to be appropriate compensation considering the size and type of trees present currently. Species proposed have not been confirmed. Furthermore, there are issues with some of the proposed trees with regards to the BNG calculation for this proposal.

The 'Landscape Sketch Plan' (drawing no. 1067-SK01) shows soft landscaping proposals including 5No trees to mitigate tree loss on site. These have been fed in to the BNG metric and contribute to the positive calculation, however the positioning of these trees puts their longevity in to question.

The Landscape Sketch Plan proposes 3No fastigate trees within the courtyard green space adjacent to the existing Mulberry tree. This creates a high-density area of planting which has the potential to lead to one or more trees (including the existing Mulberry) failing. This questions the BNG calculation as the Environment Act (2021) requires habitats retained or created in the BNG

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metric to be maintained for 30 years after development is completed (schedule 7A, Part 1, paragraph 9) to secure net gains for biodiversity.

The Landscape Sketch Plan also shows planters are proposed on the first and sixth floor levels containing shrubs and one fastigate tree. A species schedule has not been provided so the tree species cannot be confirmed, however it is questionable that a fastigate tree would survive 30 years in a planter without significant management. It is also not clear how access to these planters on the first and sixth floors will be gained for management for 30 years if they can only be accessed via private dwellings and private terraces. This also questions the BNG calculation achieved by this development.

If the long-term management and survival of proposed planting cannot be guaranteed, it should not be included in the BNG metric calculations for a proposal. This does not mean it cannot be installed, but it will not be considered to offer any substantial green-infrastructure to an area or contribute to net gains in biodiversity.

At this time an acceptable soft landscaping plan has not been provided to support BNG calculations and this proposal has not considered existing green infrastructure assets on site, in line with local policy. This proposal therefore requires an objection from Nature Conservation.

12.9. AMENITY IMPACT- NEIGHBOURING AND FUTURE OCCUPIERS AND IMPACT ON NEIGHBOURING BUSINESSES

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.

Separation distances, outlook and daylight levels

The application site is bounded immediately on two sides by existing industrial workshop uses, including boat yard uses which form part of the historic maritime character of the area, and engage in business operations that generate noise by reason of the activities involved. Close by to the north is the McArthur's Warehouse redevelopment site (residential use), which is substantially complete (15.5m separation distance). To the south lies the existing office building within the Grade II listed Georgian House (13m separation distance). The relationship with these properties would be close but on balance in amenity terms in respect of overlooking and overshadowing issues.

The proposed development would be sited 2.5m and 1.3m from the north west boundary with the boatyard uses. Windows in the proposed north west elevation would be approximately 2.8m- 3.8m from the boundary (2nd – 5th floor) and 9.8m - 13.3m (6th floor). The 'Proposed Sections 2' plan shows in the lower image: Section 2 'Section through C17 duplex gable' this relationship.

This relationship would be unacceptable leading to unacceptable outlook and daylight levels to the windows of the bedrooms in this elevation. While it is accepted that bedrooms overall would have lower light and outlook requirements than living rooms, this relationship is extremely poor and would lead to an unacceptable level of amenity to these properties. The windows of these bedrooms have been reduced to minimal sizes due to noise conflicts with neighbouring uses, most are sited adjacent to the corner of the staircase projection further restricting outlook and would be restricted from opening sometimes due to the neighbouring uses (and mechanical ventilation would be required).

Development Control Committee B – 18 October 2023**Application No. 22/02127/F & 22/02322/LA : Land To Rear Of 129 Cumberland Road Bristol BS1 6UX***Noise assessment*

Policy BCS23 in the Core Strategy (2011) states that development should be sited and designed in a way as to avoid adversely impacting upon the amenity of the surrounding area by reason of noise, vibration and other forms of pollution. Account should be taken of the impact of existing sources of noise or other pollution on the new development and the impact of new development on the viability of existing businesses by reason of its sensitivity to noise or other pollution.

Policy DM33 of the Site Allocations and Development Management Policies (SAMDP) sets out planning requirements relating to potentially polluting development and appropriate mitigation. Policy DM35 (SAMDP) relates specifically to noise impacts of development and requires that any scheme which will have an unacceptable impact on environmental amenity by reason of noise will be expected to provide an appropriate scheme of mitigation. It states that 'In areas of existing noise or other types of pollution, new development sensitive to the effects of that pollution is unlikely to be permitted where the presence of that sensitive development could threaten the ongoing viability of existing uses that are considered desirable for reasons of economic or wider social need, such as safeguarded industrial uses, through the imposition of undue operational constraints.'

The Council's Pollution Control Officer has advised that they do feel that residential properties can be provided at the application site without harm being caused to future residents or the future viability of existing businesses being threatened. However, the application has not shown that this will be the case or that the principles of good acoustic design have been considered holistically in terms of how this would impact on the design, layout and overall amenity of the development.

Essentially, an appropriate noise environment could be created for future residential occupiers of this site such that the business operations of neighbouring sites would not be threatened. However, this has required a primarily blank elevation to the north west with very small windows. This raises design objections and objections on the grounds of the amenity of those dwellings in terms of outlook and daylighting levels.

It would also require at times for windows to be shut to reduce noise to acceptable levels and this would lead to a reliance on mechanical ventilation and inability to cool each apartment overall by achieving a through-draft. This therefore has implications for the overall living environment and the energy consumption of the development.

Terraces are also proposed to the southern block and 6th floor of the northern block directly facing the adjacent neighbouring uses and the implications of this not considered in the noise assessment. The noise assessment should also measure the noise level generated by the adjacent use at 'Puppet Place'.

These issues need to be considered as a holistic approach in order to arrive at an acceptable scheme.

Space standards

The proposed apartments overall meet the National Technical Space Standard. Only one dwelling would fall slightly below the requirement (Unit A11), a 3 bed 5 person duplex of 88m² (the standard being 93m² for a two-storey dwelling).

Amenity space provision

The Urban Living SPD Appendix A recommends "providing a minimum of 5sqm of private outdoor space for a 1-2 person dwellings and an extra 1sq m should be provided for each additional

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occupant. This can be provided as private balconies or gardens, or as communal gardens and roof terraces."

The application submission states that the office courtyard would provide external amenity space for residents (208sqm). However, there would be no guarantee that this would remain in the same control as the residential apartments in the future. There are questions regarding management arrangements given the location. The proposed landscape plan also proposes additional tree planting as mitigation for the removal of existing trees on site, leaving little amenity space remaining for use.

The individual apartments would each have access to a balcony or terrace, the size of which varies. The submitted plan 'Appendix C- Private and Communal Amenity Space' states that according to the ULSPD requirement, they have calculated that a total of 167m² of outdoor space should be provided.

The plans states that all apartments have either a private balcony, directly accessed from the living space, or a larger upper-level terrace. The smallest balcony is 3.2 sq.m. in area. Most apartments have a larger 3.6 sq.m. balcony. Four of the five three-bedroom units have significantly larger roof terraces. The total of the private amenity space is 168.8 sq. metres. It is noted that this is unevenly distributed, with some apartments enjoying a disproportionately larger amount of private amenity space.

The proposal would on balance be acceptable on this basis, although this means that some individual apartments would have less than the 5qm sought and others would have more and there is no practical communal space provided within the scheme. However, the site is situated adjacent to the harbourside which would provide direct access to additional amenity space for residents.

12.10. TRANSPORT AND HIGHWAY MATTERS

Summary

The Transport Development Management (TDM) Team generally support the proposals but request further information in order to be able to support the proposals including:

- Cycle block access
- Accessible cycle parking provision
- Parking split office: residential
- Electric vehicle charging facilities

Site and location

The site is a car park associated with the existing offices with a total of 39 car parking spaces. There is no objection in highway terms to residential use in this location.

The location is not a particularly accessible area, as it is bound by courses of water to the North and South. The site is within walking distance of a bus service which operates currently every 20 minutes but not on a Sunday. There are pedestrian links to the city centre and other facilities to the South of Bristol, but these rely on bridges and / or ferry. The council have aspirations to make further improvements to the area through some Public Realm improvements adjacent to the SSGB and Harbourside area. These aspirations do not affect TDM's decision on this application, which is being determined on its own merits.

Trip generation

Vehicular trips to the site would not be considered to increase significantly over the extant use.

Access

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The proposed pedestrian and vehicular accesses are acceptable. The cycle parking access from Block A is inconvenient- direct access to the circulation core is required and can be conditioned.

Parking

The car parking survey indicates that there is capacity for the office car parking to be reduced as it is underutilised. Car ownership levels for the area indicate that there is capacity for 19 cars to be generated by the flats, if car ownership levels were to reflect the 2011 census for car availability. The Local Plan indicates that a maximum of 32 car parking spaces for the flats would be permitted. The plans indicate 29 parking spaces, which is within the maximum parking standard for the residential use. A minimum of 2 accessible parking bays will be required. Agreement is needed as to the division of the parking spaces between the offices and the residential use. Electric vehicle charging provision is a Local Plan requirement (1 per 5 spaces) and should be conditioned in the event of permission being granted.

Any Planning Decision would also come with a notification to the Traffic Authority that the site is recommended to be ineligible for permits to park within the residents parking scheme.

Cycle parking

A minimum of 45 spaces are required and 3 additional visitor spaces. This should be provided as a minimum of 28 Sheffield type cycle spaces (14 stands) and 17 spaces as stacker units. There is adequate space within the site, though this likely would require loss of parking, which would be acceptable to TDM. Evidence must be supplied that the internal height of the cycle store can accommodate stacker units. The Police Crime Reduction Officer's recommendations on security for the site should be followed. Conditions would be recommended.

Servicing and waste storage/ collection

Loading is able to take place from the highway in Gas Ferry Road. It is anticipated that this will be relatively infrequent. A dropped kerb will be required for the transfer of the larger waste containers onto the refuse vehicle and could be secured by a condition under the highway works obligations.

Bristol Waste has advised that the capacity for cardboard (1120 litres needed) and dry recycling materials on the developers' proposals are very slightly under capacity but correct for refuse and other waste streams so overall the proposed storage is within the expected outputs for 28 flats.

Highway works

The building will be set back to allow for a suitable visibility splay. The increase in footway width is welcomed, as this is a significant pedestrian link. The footway would be expected to be refurbished and a pre-commencement conditions should ensure agreement of these details.

Travel Plan- A condition should secure a Travel Plan.

12.11. FLOOD RISK AND SUSTAINABLE DRAINAGE

The site is in Flood Zone 1 according to the Strategic Flood Risk Assessment (SFRA) Level 1- (Sequential Test- Flood Zones 2 and 3 maps) and the proposal is acceptable development in this zone. A Flood Evacuation Plan should be sought by condition in the event of permission being granted, as the area in which the site is located is surrounded by areas of higher flood risk. Further details to support the sustainable drainage strategy would also be required via condition.

12.12. SUSTAINABILITY

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Core strategy policies relating to sustainability include BCS13-16. In addition, BCS10 (Transport and Access) also has relevance to sustainability. The relevant Site allocations and development management policies supporting the core strategy policies in relation to sustainability are: DM15, DM17, DM19 and DM29. For developments within the centre, the Central Area Plan policies also apply. Those with relevance to sustainability are BCAP20, BCAP21, BCAP22 and BCAP25. In addition, the city centre spatial framework also applies to development in the centre. Full technical guidance on how to implement the above policies can be found within Bristol City Council's Climate Change and Sustainability Practice Note.

The development is expected to connect to the planned Spike Island heat network and the energy strategy should be based on this. The current strategy refers to both heat network and heat pumps therefore the figures presented in the energy table are unclear. Further information is required. A day one connection to the heat network should be secured by section 106 agreement.

The flat roofed elements of the scheme would accommodate biodiverse green roofs. Compliance with Policy BCS15 is not possible to assess as information on materials, waste and recycling and flexibility and adaptability aspects remain outstanding.

The overheating assessment shows that risks can be mitigated for 2020. However, the analysis should also include the 2050 and 2080 weather files (medium emissions scenario) in order to understand the implications of future projected temperatures on the development, to mitigate the risks appropriately and ensure a comfortable internal environment is provided without the need for energy consuming cooling equipment.

12.13. OTHER MATTERS

Contaminated Land- The residential use is sensitive to contamination- Conditions are recommended.

Air Quality- there are no objections on air quality grounds.

Coal risk- An advice note is recommended should permission be granted.

12.14. PLANNING OBLIGATIONS/ HEADS OF TERMS

The Heads of Terms for this proposal would be as follows:

- Affordable housing – 6 units
- Bristol Tree Replacement Standard (BTRS) mitigation (£63,058.72.)
- Fire Hydrant- 1 no. - £1,500 + vat
- Public realm improvements
- Employment Skills Plan Monitoring £2,000

COMMUNITY INFRASTRUCTURE LEVY - The required CIL contribution is £302,304.69.

13. BENEFITS AND PLANNING BALANCE CONCLUSION

13.1. The NPPF presumption in favour of sustainable development requires that planning permission should be granted unless:

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- i. The application of policies in the NPPF that protect the City Docks Conservation Area and relevant Listed Buildings provide a clear reason for refusing the proposal;
 - ii. The adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
- 13.2. The benefits of the scheme have been taken into account and include: a contribution of 28 dwellings towards meeting the citywide housing need, bringing brownfield land back into active use, economic and social benefits of construction (local employment opportunities) and the wider economic benefits of investment in the city and the area overall. The contribution to housing supply would be given significant weight given the housing land supply position.

However, there are clear reasons for refusing the development proposal in respect of the impact on the City Docks Conservation Area and The Georgian House Grade II listed building, which would be contrary to the policies of the NPPF. In addition, the other adverse impacts of granting permission as outlined in this report are significant and would demonstrably outweigh the benefits of the proposal when assessed against the policies in the Framework as a whole.

22/02127/F- PLANNING APPLICATION

RECOMMENDED Refuse

The following reason(s) for refusal are associated with this decision:

Reason(s)

The application is recommended for refusal for the following reasons:

1. The development would be an over-intensive form of development that would fail to adequately respond to the existing built form of the area and neighbouring land uses. The proposal would fail to achieve a high standard of amenity for future occupiers by reason of the significant proportion of single aspect dwellings proposed, failure to provide adequate outlook and levels of daylight to habitable rooms and the failure to demonstrate that noise impacts from neighbouring uses would not harm future residential amenity and would not prejudice the ongoing operation of existing uses. The proposal would be contrary to the National Planning Policy Framework; Policy BCS21, BCS23 of the Bristol Local Plan: Core Strategy; Policies DM27, DM29, DM33 and DM35 of the Bristol Local Plan: Development Management Policies and the Bristol Urban Living Supplementary Planning Document.
2. The proposal, by reason of its layout, height, scale, massing and design would result in less than substantial harm to the significance of the Grade II listed The Georgian House and less than substantial harm to the character and appearance of the City Docks Conservation Area without clear and convincing justification. The public benefits of the proposal would fail to outweigh the less than substantial harm caused to the setting of the listed building and the character and appearance of the City Docks Conservation Area. The proposal would be contrary to the National Planning Policy Framework, Policies BCS21 and BCS22 of the Bristol Local Plan: Core Strategy, Policies DM26, DM27, DM29 and DM31 of the Bristol Local Plan: Development Management Policies, Policy BCAP41 of the Bristol Local Plan: Central Area Plan and the Bristol Urban Living Supplementary Planning Document.

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3. The proposal would result in the loss of nine trees on the site and unacceptable impacts on trees T3 and T4 without convincing justification and would fail to incorporate new/enhanced green infrastructure of an appropriate location, type, standard and size. In the absence of an appropriate agreement under s106 of the Town and Country Planning Act 1990, the proposed development fails to provide adequate mitigation for the loss of trees on site. Through the loss of trees, the proposal would result in less than substantial harm to the character of the City Docks Conservation Area that would not be outweighed by the public benefits of the proposal.

The proposal would be contrary to the National Planning Policy Framework, Policy BCS9 of the Bristol Local Plan: Core Strategy, Policy DM17 of the Bristol Local Plan: Development Management Policies and Supplementary Planning Document: Planning Obligations.

4. Due to the lack of an adequate Biodiversity Net Gain assessment, it has not been demonstrated how the loss of nature conservation value on the site will be adequately mitigated. The proposal is therefore contrary to policy DM19 of the Site Allocations and Development Management Policies (2014) and paras 174 and 180 of the NPPF (2023).
5. The application fails to demonstrate policy compliance in sustainability terms and would be contrary to Bristol Local Plan: Core Strategy Policies BCS13, BCS14 and BCS15 and Bristol Central Area Plan Policy BCS21.
6. The application fails to demonstrate that the concerns of the Health and Safety Executive Planning Gateway One have been addressed and would be contrary to Bristol Local Plan: Core Strategy Policy BCS21 and the National Planning Policy Framework.
7. In the absence of an appropriate agreement under s106 of the Town and Country Planning Act 1990, the proposed development fails to provide for Affordable Housing requirements, tree mitigation, fire hydrants, public realm route improvements and Employment Skills Plan monitoring in order to mitigate the impacts of the development contrary to Policy BCS11 of the Bristol Local Plan: Core Strategy, Policy BCS17 of the Bristol Local Plan: Development Management Policies and Policy BCAP30 of the Bristol Local Plan: Central Area Plan.

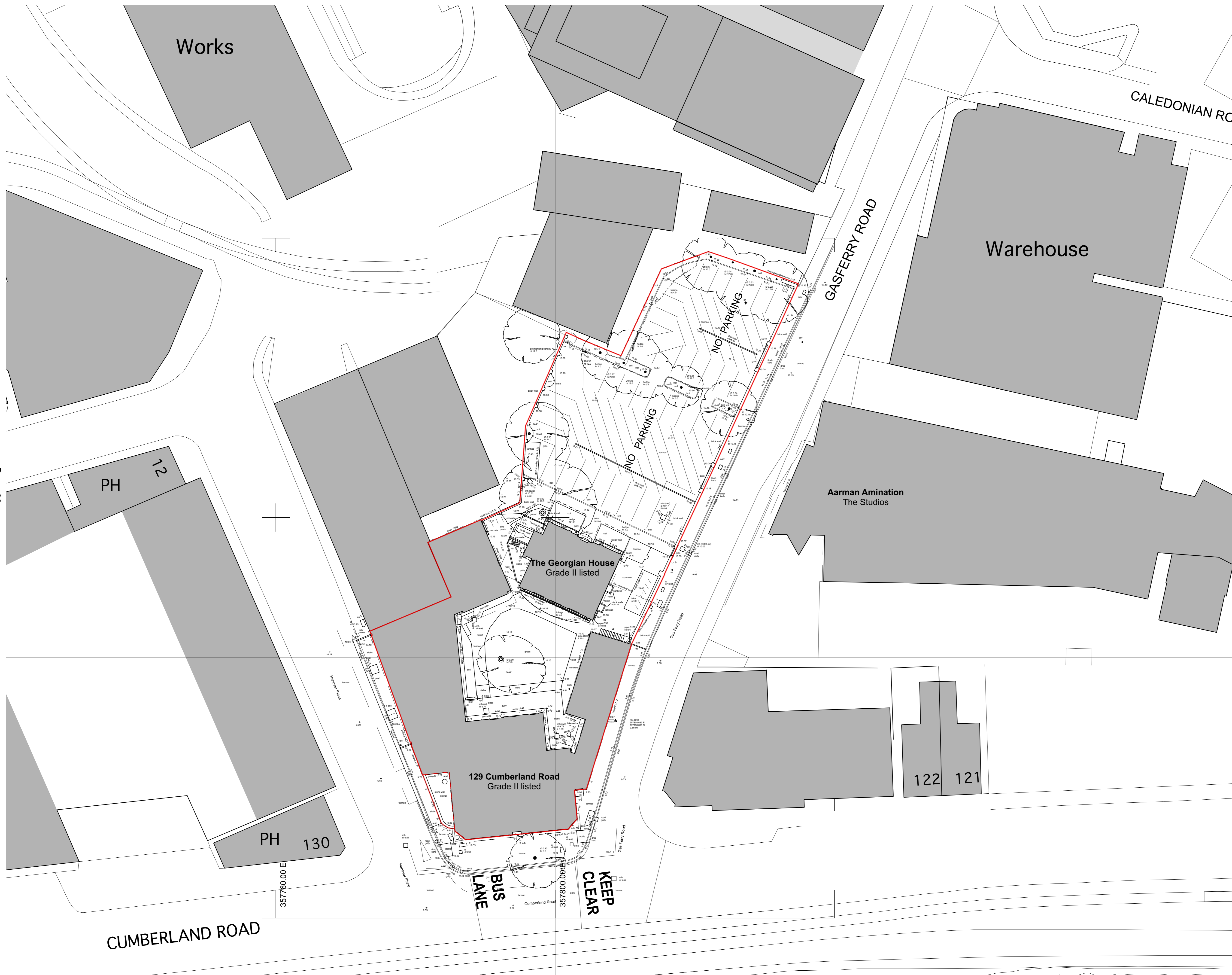
RECOMMENDATION- 22/02322/LA- LISTED BUILDING CONSENT APPLICATION

Delegated authority is requested to determine this application, which would be for alterations to the listed building only, which are acceptable.

Supporting Documents

2. Land To Rear Of 129 Cumberland Road

1. Existing Site Plan
2. Proposed Site Plan
3. Proposed Block Plan
4. Proposed Ground Floor Plan
5. Proposed 1st Floor Plan
6. Proposed 2nd Floor Plan
7. Proposed 3rd Floor Plan
8. Proposed 4th Floor Plan with 3rd Floor Mezzanine
9. Proposed 5th Floor Plan
10. Proposed 6th Floor Plan
11. Proposed 6th Floor Mezzanine Plan
12. Proposed Sections 2
13. Proposed Elevations – West & North
14. Proposed Elevations – West and South
15. Existing & Proposed Gas Ferry Road Context Elevation



Item Issue date Revision Notes

PLANNING
o'learygoss
 ARCHITECTS

Chapel House
 11a Alexandra Park
 Redland
 Bristol BS6 6QB

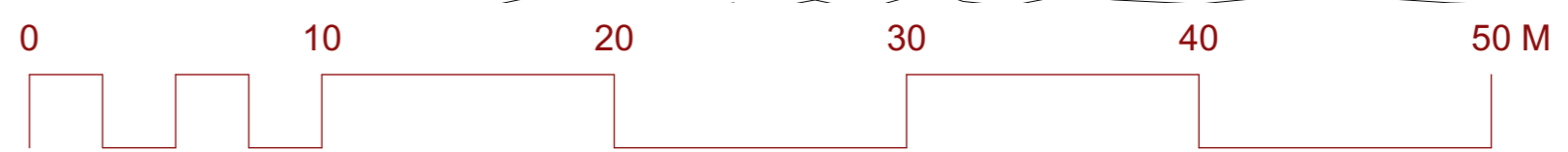
T 0117 989 2661
 F 0117 924 9238
 E mail@olearygoss.co.uk
 W www.olearygoss.co.uk

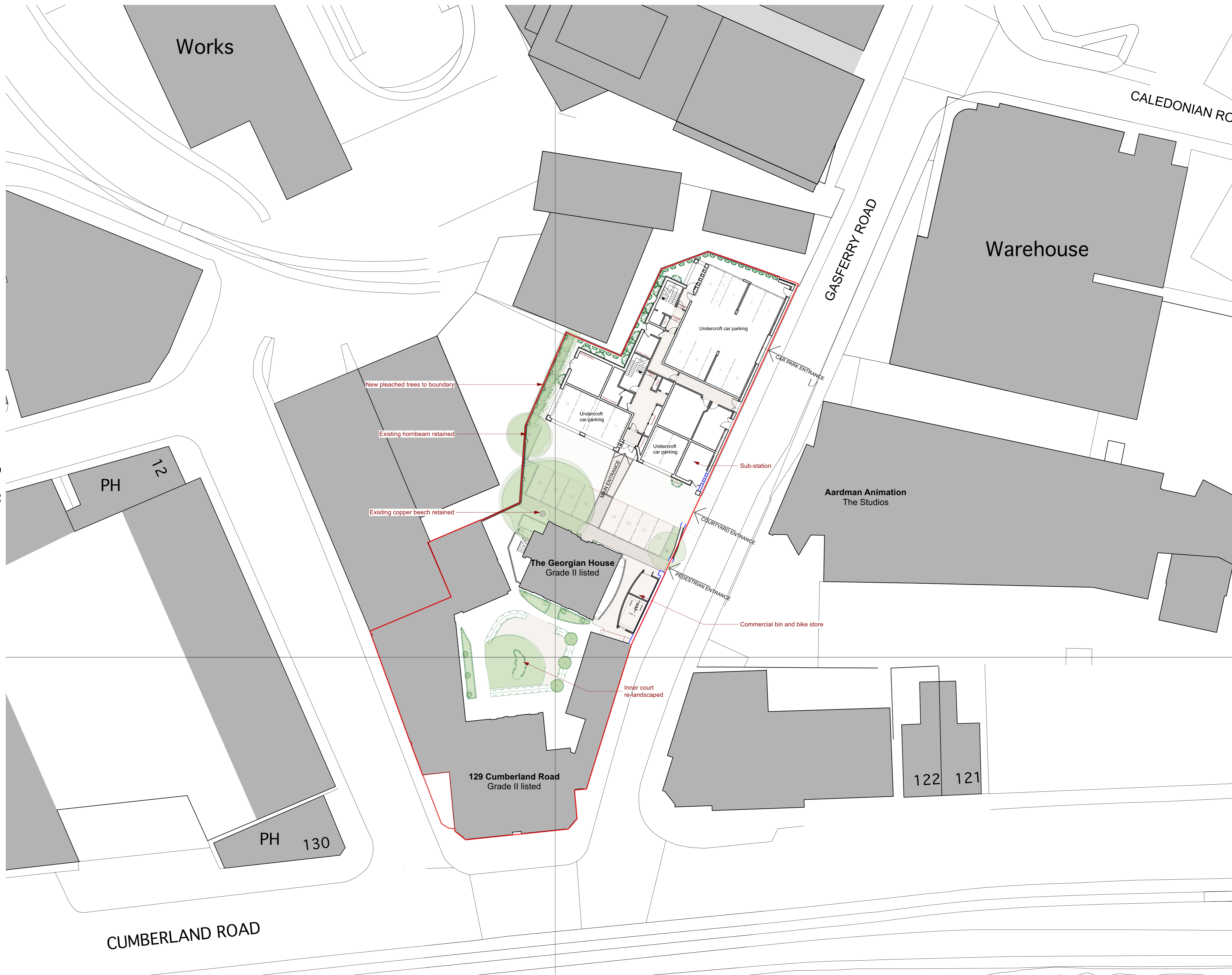
Project Title
**Mixed use redevelopment
 incl. land to rear of
 129 Cumberland Road**

Drawing Title
Site Plan - existing

Project No. Drawing No. Revision
3270 PA 102

Date 03/12/2021 Scale 1:250@A1
 Drawn by ROL Checked by





Item	Issue date	Revision Notes
D	08/04/2022	Bike and bin store doors modified with minor internal reconfiguration
C	21/03/2022	Car parking amended to allow for fire separation and natural ventilation
B	04/03/2022	Minor adjustments Plant configuration amended. Staircase omitted and lift added to lower part. Plant re-configuration internally. Courtyard planting added.
A	04/02/2022	

Item Issue date Revision Notes

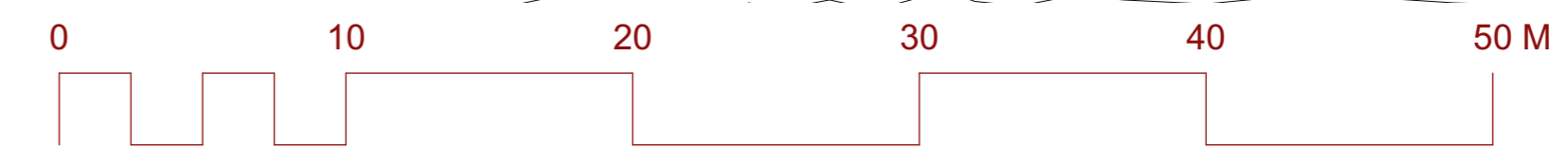
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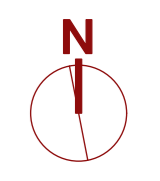
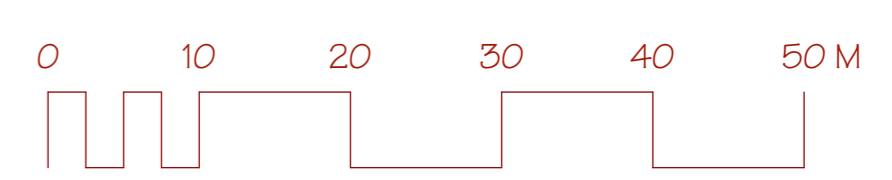
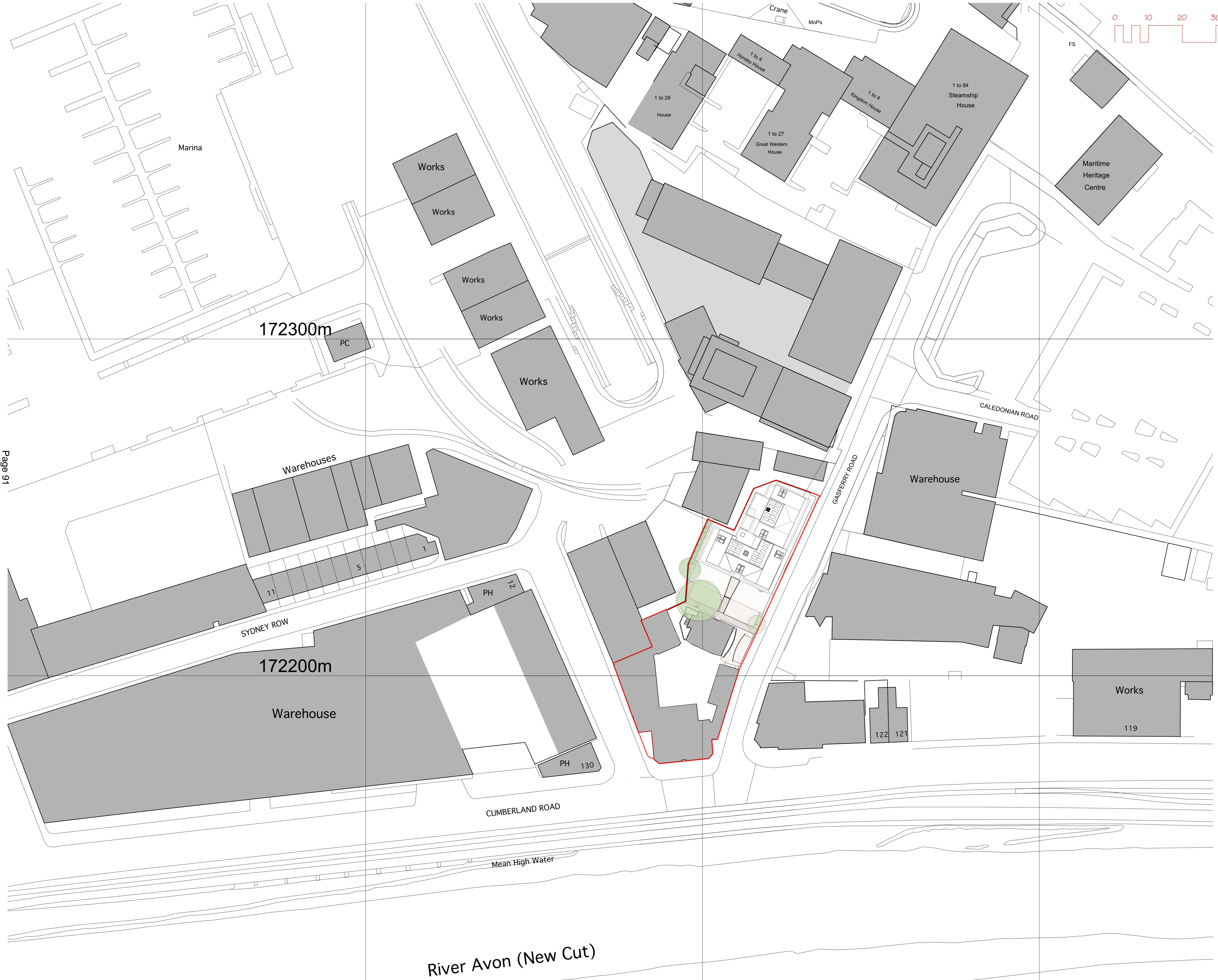
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 11a Alexandra Park
 Redland
 Bristol BS6 6QB
 T 0117 989 2661
 F 0117 924 9238
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 W www.olearygoss.co.uk

Project Title
**Mixed use redevelopment
 incl. land to rear of
 129 Cumberland Road**
 Drawing Title
Site Plan - proposed

Project No. Drawing No. Revision
3270 PA 103 D

Date Scale
 03/12/2021 1:250 @ A1
 Drawn by Checked by
 ROL





Page 91

B	21/03/2022	Rooflights panel
A	01/03/2022	Roof plan updated

Item Issue date Revision Notes

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 11a Alexandra Park
 Redland
 Bristol BS6 6QB

T 0117 989 2661
 F 0117 924 9238
 E mail@olearygoss.co.uk
 W www.olearygoss.co.uk

Project Title
**Mixed use redevelopment
 incl. land to rear of
 129 Cumberland Road**
 Drawing Title
Block Plan

Project No. Drawing No. Revision
3270 PA 101 B

Date 03/12/2021 Scale 1:200@A1
 Drawn by ROL Checked by



GASFERRY

REFUSE + RECYCLING PROVISION

- a. For (food) recycling a storage capacity of 4 litres per unit provided in 140 or 180 litre containers.
4 x 28 = 112 litres or
1 x 140 litre bin
- b. For dry recyclables a combined storage capacity of up to 50 litres per unit provided in 240 or 360 litre containers, in groups of up to 6 containers.
50 x 28 = 1400 litres or
4 no. 360 litre bins.
- c. Dry recycling will be collected separately; normally as paper, card, plastic & cans and separate glass
- d. For general refuse a storage capacity of 65 litres per unit provided in one or more 1100 litre containers.
65 x 28 = 1820 litres or
2 no. 1100 litre bins
- e. For cardboard storage the volume required will be assessed for each scheme with 660 litre bins to be used for smaller developments and 1100 litre bins for larger developments.
1 x 1100 litre bin.

D	06/04/2022	Site and bin store doors modified with minor internal reconfiguration.
C	21/03/2022	Car parking amended to allow for fire separation and natural ventilation.
B	01/03/2022	Minor adjustments.
A	04/02/2022	Plan configuration amended. Sarcasae omitted and lift added to lower part. P55c, re-configuration internally.

Item Issue date Revision Notes



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11a Alexandra Park
Redland
Bristol BS6 6QB

T 0117 989 2661
F 0117 924 9238
E mail@olearygoss.co.uk
W www.olearygoss.co.uk

Project Title
Mixed use redevelopment incl. land to rear of 129 Cumberland Road

Drawing Title
GF Plan - proposed

Project No.	Drawing No.	Revision
3270	PA 110	D
Date	Scale	
03/12/2021	1:100 @ A1	
Drawn by	Checked by	
ROL		

GASFERRY



C	21/03/2022	South facade windows amended
B	05/03/2022	North facade amended floor corrections
		Apartments renumbered Staircase omitted and lift added to lower part of floor re-configuration internally Planter added to the north wall
A	04/02/2022	

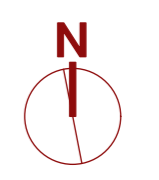
Item	Issue date	Revision Notes
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 11a Alexandra Park
 Redland
 Bristol BS6 6QB
 T 0117 989 2661
 F 0117 924 9238
 E mail@olearygoss.co.uk
 W www.olearygoss.co.uk

Project Title
**Mixed use redevelopment
 incl. land to rear of
 129 Cumberland Road**
 Drawing Title
1F Plan - proposed

Project No.	Drawing No.	Revision
3270	PA 111	C
Date	Scale	
03/12/2021	1:100 @ A1	
Drawn by	Checked by	
ROL		



GASFERRY



C	21/03/2022	South facade windows amended
B	01/03/2022	North facade amended. Minor corrections.
A	04/02/2022	Apartment numbered. Staircase omitted and lift added to lower part. P56c, re-configuration internally.

Item Issue date Revision Notes

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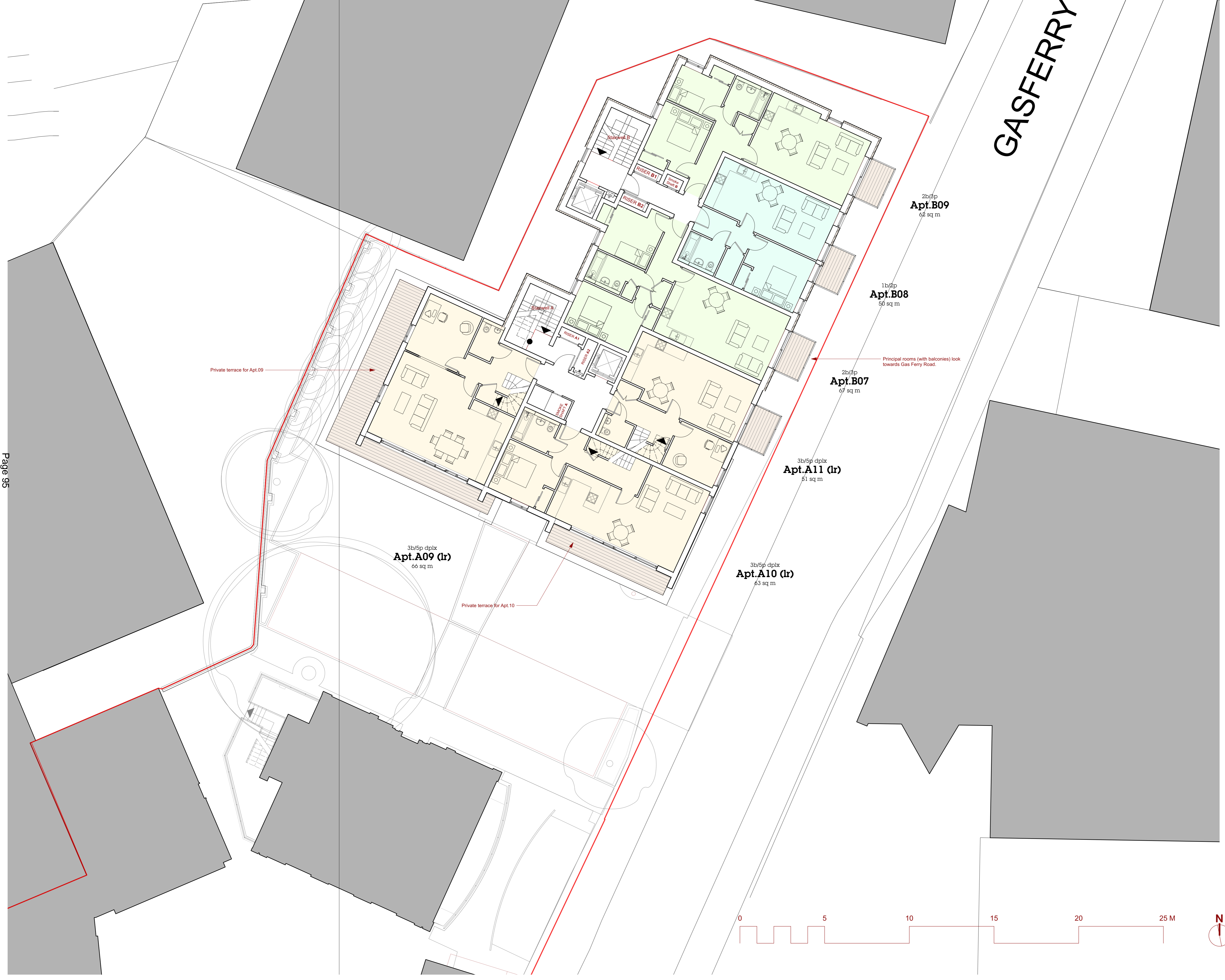
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 11a Alexandra Park
 Redland
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 T 0117 989 2661
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Project Title
**Mixed use redevelopment
 incl. land to rear of
 129 Cumberland Road**
 Drawing Title
2F Plan - proposed

Project No.	Drawing No.	Revision
3270	PA 112	C
Date	Scale	
03/12/2021	1:100 @ A1	
Drawn by	Checked by	
ROL		



GASFERRY



Private terrace for Apt.09

3b/5p dplx
Apt.A09 (lr)
66 sq m

Private terrace for Apt.10

3b/5p dplx
Apt.A10 (lr)
63 sq m

3b/5p dplx
Apt.A11 (lr)
51 sq m

2b/3p
Apt.B07
67 sq m

1b/2p
Apt.B08
50 sq m

2b/3p
Apt.B09
62 sq m

Principal rooms (with balconies) look towards Gas Ferry Road.

C	21/03/2022	Return wall added to duplex glazed facade.
B	01/03/2022	North facade amended. Duplexes replanned. Minor corrections.
A	04/02/2022	Apartment numbered. Sanitary omitted and lift added to lower part. P15c, re-configuration internally, esp. duplexes.

Item Issue date Revision Notes

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11a Alexandra Park
Redland
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T 0117 989 2661
F 0117 924 9238
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Project Title
**Mixed use redevelopment
incl. land to rear of
129 Cumberland Road**

Drawing Title
3F Plan - proposed

Project No.	Drawing No.	Revision
3270	PA 113	C
Date	Scale	
03/12/2021	1:100 @ A1	
Drawn by	Checked by	
ROL		



GASFERRY



C	21/03/2022	Return wall added to duplex glazed facade. Pared no. rights.
B	01/03/2022	North facade amended. Duplexes replaced. Minor corrections.
A	04/02/2022	Apartment numbered. Same as submitted and 1st added to lower part of site. re-configuration internally, esp. duplexes.

Item Issue date Revision Notes

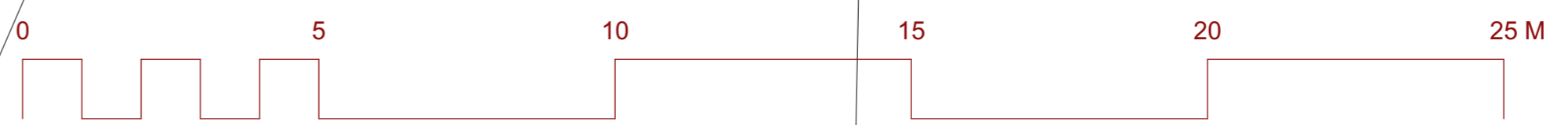
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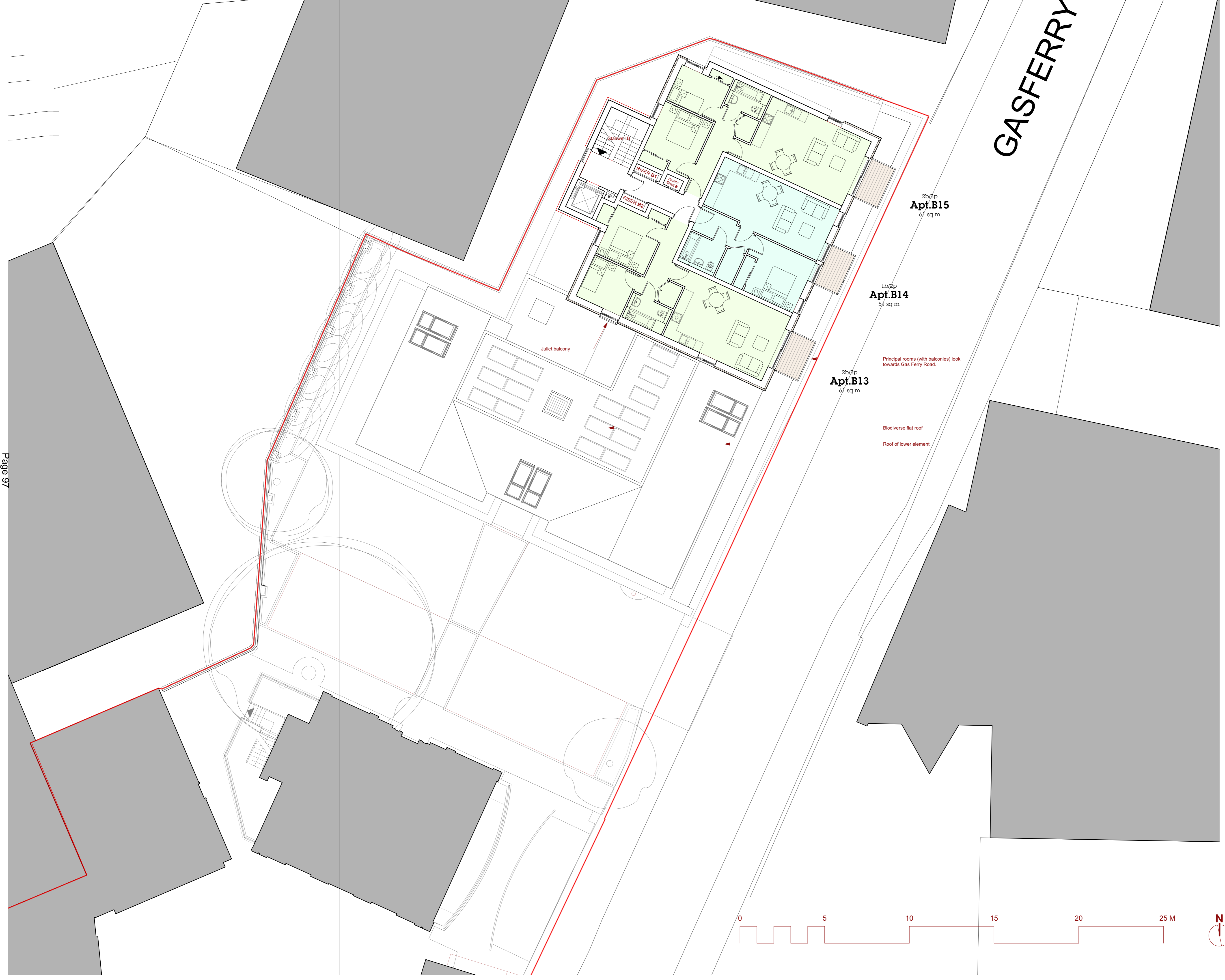
Project Title
**Mixed use redevelopment
 incl. land to rear of
 129 Cumberland Road**
 Drawing Title
**4F Plan w/3F mezz. -
 proposed**

Project No. Drawing No. Revision
3270 PA 114 C

Date Scale
 03/12/2021 1:100 @ A1
 Drawn by Checked by
 ROL



GASFERRY



D	21/03/2022	Parred rooflights.
C	21/03/2022	Parred rooflights.
B	01/03/2022	North facade amended Lower roof amended Minor corrections.
A	04/02/2022	Apartment numbers P1's added to lower flat roof. Roof windows added.

Item	Issue date	Revision Notes
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11a Alexandra Park
Redland
Bristol BS6 6QB

T 0117 989 2661
F 0117 924 9238
E mail@olearygoss.co.uk
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Project Title
**Mixed use redevelopment
incl. land to rear of
129 Cumberland Road**

Drawing Title
5F Plan - proposed

Project No.	Drawing No.	Revision
3270	PA 115	D
Date	Scale	
03/12/2021	1:100 @ A1	
Drawn by	Checked by	
ROL		



GASFERRY



Services taken at floor level to outside wall with access raised floor over

Access to flat roof space over

Juliet balcony

3b/5p duplex
Apt. B17 (lr)
61 sq m

Duplex apartments

Terrace formed by set-back

3b/5p duplex
Apt. B16 (lr)
61 sq m

Juliet balcony

D	21/03/2022	Return wall added to duplex glazed facades. Pared rooflights.
C	21/03/2022	Pared rooflights.
B	01/03/2022	North facade amended. Duplexes replanned. Lower roof amended. Floor corrections.
A	04/02/2022	Internal reconfiguration of duplexes.

Item	Issue date	Revision Notes
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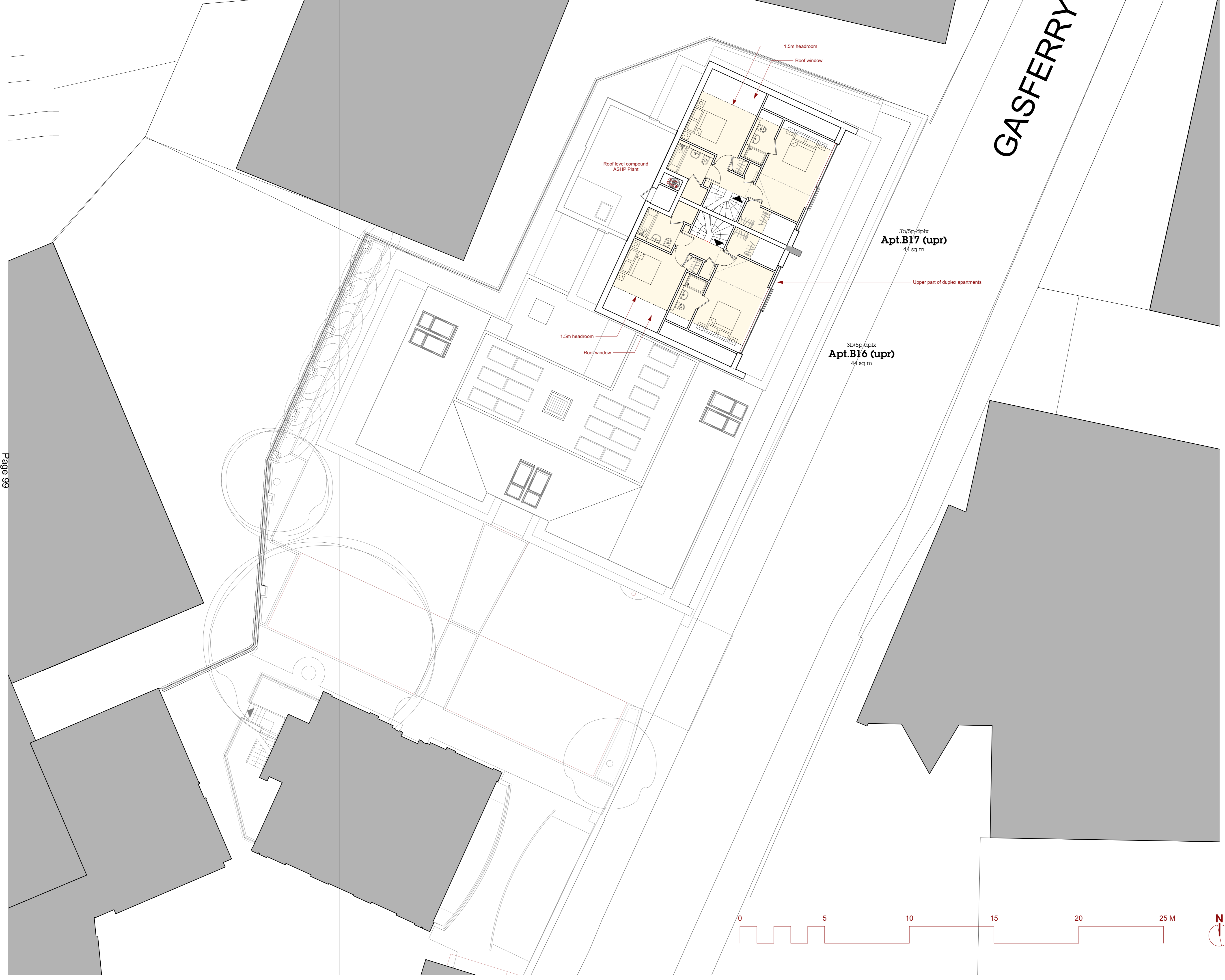
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 11a Alexandra Park
 Redland
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 T 0117 989 2661
 F 0117 924 9238
 E mail@o'learygoss.co.uk
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Project Title
**Mixed use redevelopment
 incl. land to rear of
 129 Cumberland Road**
 Drawing Title
6F Plan - proposed

Project No.	Drawing No.	Revision
3270	PA 116	D
Date	Scale	
03/12/2021	1:100 @ A1	
Drawn by	Checked by	
ROL		



GASFERRY



1.5m headroom
Roof window

Roof level compound
ASHP Plant

3b/5p dplx
Apt.B17 (upr)
44 sq m

Upper part of duplex apartments

3b/5p dplx
Apt.B16 (upr)
44 sq m

1.5m headroom
Roof window

C	21/03/2022	Return wall added to duplex glazed facades. Pared rooflights.
B	04/03/2022	North facade amended. Duplexes replanned. Lower roof amended. Floor corrections.
A	04/02/2022	Internal reconfiguration of duplexes.

Item	Issue date	Revision Notes
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11a Alexandra Park
Redland
Bristol BS6 6QB

T 0117 989 2661
F 0117 924 9238
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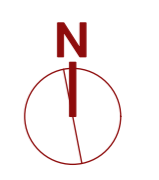
Project Title
**Mixed use redevelopment
incl. land to rear of
129 Cumberland Road**

Drawing Title
**6F Mezzanine Plan -
proposed**

Project No. Drawing No. Revision
3270 PA 117 C

Date Scale
03/12/2021 1:100 @ A1

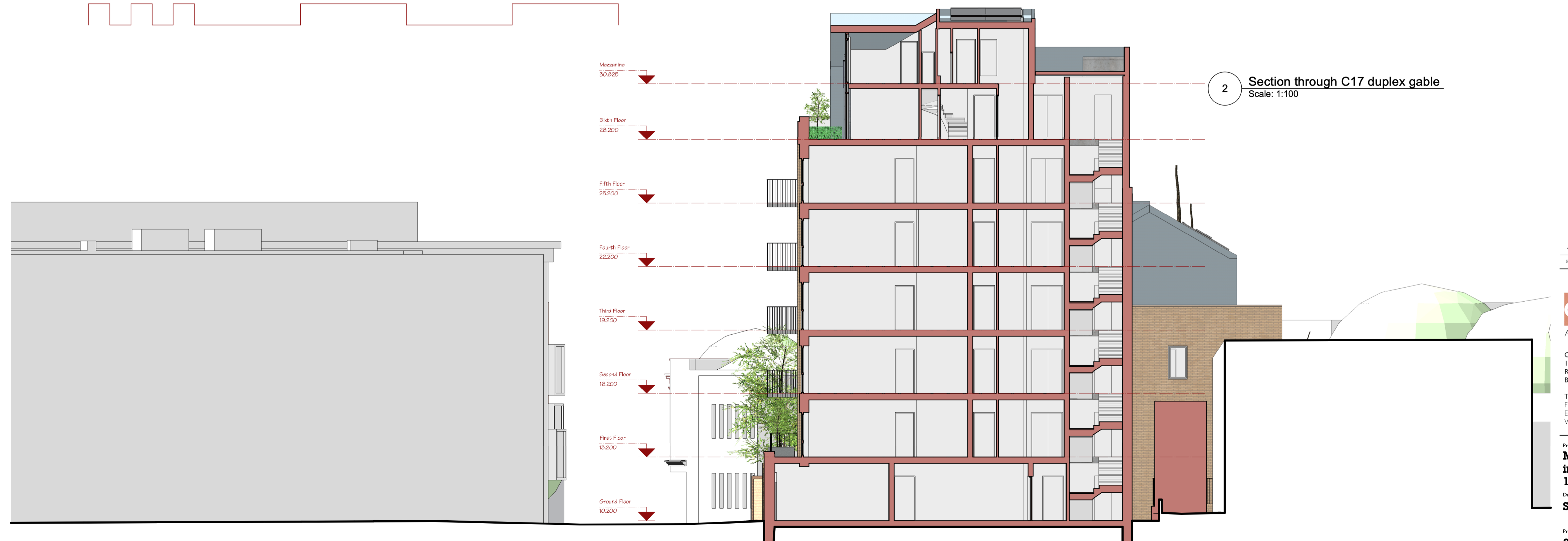
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1 Section through A03 + A04 duplex gable
Scale: 1:100

Page 100



2 Section through C17 duplex gable
Scale: 1:100

Rev	Issue date	Revision Notes
B	21/01/2022	Panel rooflights. Fin wall omitted
A	04/01/2022	Sections updated

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Chapel House
11a Alexandra Park
Redland
Bristol BS6 6QB
T 0117 989 2661
F 0117 924 9238
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W www.olearygoss.co.uk

Project Title
**Mixed use redevelopment
incl. land to rear of
129 Cumberland Road**
Drawing Title
Sections 2

Project No.	Drawing No.	Revision
3270	PA 132	B
Date	Scale	
15/09/2021	1:200	
Drawn by	Checked by	
ROL		

1 North Elevation
Scale: 1:100



- Materials**
- Walls:**
- Rubble stone with cast stone copings.
 - Red and buff clay brickwork.
 - Raised seam metal.
- Roofs:**
- Raised seam metal to pitched roofs.
 - Flat roofing membrane with biodiverse roof.
- Balconies:**
- Metal structure with painted metal railings.
- Windows and doors:**
- PPC aluminium, with clear glazing
 - PPC aluminium with PPC aluminium Louvres.
 - PPC aluminium with PPC flush aluminium panels.
- Rainwater goods:**
- Generally concealed - PPC aluminium where visible.

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Aardman Animations



2 Elevation to Gas Ferry Road
Scale: 1:100



Rev	Issue date	Revision Notes
D	08/04/2022	Bike and bin store doors modified.
C	21/03/2022	Fire wall omitted. Panel rooflights. Elevation to Gas Ferry Road amended - roof form changed.
B	09/03/2022	North facade amended.
A	06/02/2022	Reconstruction amended.

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Chapel House
11a Alexandra Park
Redland
Bristol BS6 6QB
T 0117 989 2661
F 0117 924 9238
E mail@o'learygoss.co.uk
W www.o'learygoss.co.uk

Project Title
Mixed use redevelopment incl. land to rear of 129 Cumberland Road
Drawing Title
Elevations - East (Gas Ferry Road) and North
Project No. Drawing No. Revision
3270 PA 121 D

Date
15/09/2021
Scale
1:200
Drawn by
ROL
Checked by



1 South Elevation (to Georgian House)
Scale: 1:100

Materials

- Walls:**
- Rubble stone with caststone copings.
 - Red and buff clay brickwork.
 - Raised seam metal.
- Roofs:**
- Raised seam metal to pitched roofs.
 - Flatroofing membrane with biodiverse roof.
- Balconies:**
- Metal structure with painted metal railings.
- Windows and doors:**
- PPC aluminium, with clear glazing
 - PPC aluminium with PPC aluminium louvres.
 - PPC aluminium with PPC flush aluminium panels.
- Rainwater goods:**
- Generally concealed - PPC aluminium where visible.

Gas Ferry Road

Aardman Animations



2 West Elevation
Scale: 1:100

Rev	Issue date	Revision Notes
C	21/03/2022	Fin wall omitted. Pinned rooflights.
B	09/03/2022	Top of lift shaft amended. Roof form amended.
A	06/03/2022	Finestration amended.

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Chapel House
11a Alexandra Park
Redland
Bristol BS6 6QB
T 0117 989 2661
F 0117 924 9238
E mail@olearygoss.co.uk
W www.olearygoss.co.uk

Project Title
Mixed use redevelopment incl. land to rear of 129 Cumberland Road
Drawing Title
Elevations - West and South

Project No.	Drawing No.	Revision
3270	PA 122	C
Date	Scale	
10/12/2021	1:200	
Drawn by	Checked by	
ROL		

Lane (Harbourside Walk)

Outline of boatyard building in front of rear facade.
Boundary fence



Redevelopment of MacArthur's Warehouse site approved under 17/03139/F

1 Elevation - Existing
Scale: 1:200



Page 103



2 Elevation - Proposed
Scale: 1:200



Rev	Issue date	Revision Notes
D	06/04/2021	Site and bin store doors modified.
C	11/01/2021	Fin wall omitted.
B	01/01/2021	Elevation to Gas Ferry Road amended.
A	04/01/2021	Revised elevation amended.

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Chapel House
11a Alexandra Park
Redland
Bristol BS6 6QB

T 0117 989 2661
F 0117 924 9238
E mail@olearygoss.co.uk
W www.olearygoss.co.uk

Project Title
**Mixed use redevelopment
incl. land to rear of
129 Cumberland Road**

Drawing Title
**Context Elevation to Gas
Ferry Road**

Project No. Drawing No. Revision
3270 PA 120 D

Date Scale
15/09/2021 1:200

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ROL