

Development Control A Committee Agenda



Date: Wednesday, 28 November 2018

Time: 2.00 pm

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

Distribution:

Councillors: Donald Alexander (Chair), Chris Windows (Vice-Chair), Clive Stevens, Fabian Breckels, Tony Carey, Stephen Clarke, Mike Davies, Margaret Hickman, Olly Mead and Afzal Shah

Copies to: Gary Collins – Head of Development Management, Laurence Fallon & Jon Fellingham – Transport Development Management, Development Management Case Officers, Democratic Services

Issued by: Democratic Services
City Hall, PO Box 3167, Bristol BS3 9FS
E-mail: democratic.services@bristol.gov.uk
Date: Tuesday, 20 November 2018



Agenda

1. Welcome, Introductions and Safety Information

(Pages 4 - 5)

2. Apologies for Absence and Substitutions

3. Declarations of Interest

To note any interests relevant to the consideration of items on the agenda. Please note that any declarations of interest made at the meeting which are not on the register of interests should be notified to the Monitoring Officer for inclusion.

4. Minutes of the previous meeting

To agree the minutes of the last meeting held on Wednesday 17th October 2018 as a correct record.

(Pages 6 - 15)

5. Appeals

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

(Pages 16 - 29)

6. Enforcement

To note recent enforcement notices.

(Page 30)

7. Public Forum

Up to 30 minutes is allowed for this item.

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

Questions - Written questions must be received 3 clear working days prior to the meeting. For this meeting, this means that your question(s) must be received in this office at the latest **by 5pm on Thursday 22nd November 2018.**



Petitions and Statements - Petitions and statements must be received on the working day prior to the meeting. For this meeting this means that your submission must be received in this office at the latest **by 12pm on Tuesday 27th November 2018**.

Please note, your time allocated to speak may have to be strictly limited if there are a lot of submissions. This may be as short as one minute.

8. Planning and Development

To determine the following planning applications:-

(Page 31)

- a) **18/01890/F - The Bell, Prewett Street** **(Pages 32 - 107)**
- b) **18/02302/F - Land Bounded By Luckwell Road and Lynwood Road** **(Pages 108 - 160)**
- c) **17/06631/F - 17 Bridge Walk** **(Pages 161 - 188)**
- d) **18/02847/FB - Avonmouth and Severnside Enterprise Area** **(Pages 189 - 229)**



Public Information Sheet

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

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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 and be available in the meeting room one hour before the meeting. Please submit it to democratic.services@bristol.gov.uk or Democratic Services Section, City Hall, College Green, Bristol BS1 5UY. 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 **three clear working days before the meeting**.

Statements will not be accepted after **12.00 noon on the working day before the meeting** unless they have been submitted in advance to Bristol City Council but were not received by the Democratic Services Section. Anyone submitting multiple statements for an application should note that they will only be allowed to speak once at 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, 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. This information will



also be made available at the meeting to which it relates and placed in the official minute book as a public record (available from Democratic Services).

We will try to remove personal information such as contact details. 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. Public Forum statements will not be posted on the council's website. Other committee papers may be placed on the council's website and information in them may be searchable on the internet.

Process 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.

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) 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.

Bristol City Council Minutes of the Development Control A Committee



17 October 2018 at 10.00am

Members Present:-

Councillors: Don Alexander (Chair), Chris Windows (Vice-Chair), Clive Stevens, Mark Wright, Harriet Bradley (substitute for Margaret Hickman), Fabian Breckels, Stephen Clarke, Olly Mead, Lesley Alexander, Richard Eddy and Celia Phipps

Officers in Attendance:-

Jeremy Livitt (Democratic Services Officer), Gary Collins, Alison Straw, Peter Westbury, Natalie Queffurus, Jim Cliffe and Jon Fellingham

1. Welcome, Introductions and Safety Information

The Chair Councillor Don Alexander led introductions and welcomed those present.

2. Apologies for Absence and Substitutions

Apologies for absence were received from Councillor Margaret Hickman (substituted for by Councillor Harriet Bradley).

3. Declarations of Interest

Councillor Clive Stevens declared an interest in Agenda Item 8(b) since had called it in and would be making a Public Forum Statement on it.

Councillor Mark Wright stated that, whilst he had met with residents 6 months ago to discuss Agenda Item 8(a), he did not believe it would affect his judgement in making a decision and therefore would participate and vote on this item.

4. Minutes of the previous meeting

Resolved: that the minutes of the meeting held on 5th September 2018 be approved as a correct record and signed by the Chair.



5. Appeals

The Head of Development Management explained how the appeals process operated. He referred to the following cases and outlined the latest situation in each case:

- Appeal Number 6 : Hamilton House, 80 Stokes Croft – to be determined by written representations
- Appeal Number 7: PX Centre, Bedminster Road – to be determined by written representations
- Appeal Number 8: 28 York Road, Easton – to be determined by written representations
- Appeal Number 9: Old BRI Building, Marlborough Street (South Side – City Centre) – this inquiry was still pending and held in abeyance subject to UNITE’s decision to appeal against the decision to list the Chapel Building
- Appeal Number 10: 8 to 10 Station Road, Shirehampton – this appeal had now been set for 20th November 2018
- Appeal Numbers 11 and 12: 15 to 16 Brunswick Square – a date was awaited for this appeal
- Appeal numbers 13 to 56 – Appeal decisions were awaited
- Appeal Number 58: Unit 1 Maggs House, 70 Queens Road, Clifton - This application had been refused on the grounds of the loss of the retail frontage and amenity concerns. The Inspector agreed with the Council’s case expressing concern about the growth of bars and nightclubs in the area. Cots had been applied for and not awarded since the Inspector believed that, whilst it was contrary to officers’ recommendations, the Committee was entitled to do so and it was defensible. In relation to the issue of the break- up of the shop frontage, the Inspector felt it was reasonable for Councillors to rely on local knowledge. Officers’ view was that this decision set a good precedent for similar future applications.

In response to Councillors’ questions, the Head of Development Management made the following points:

- He explained the process for local residents to write to the Inspector for their views to be heard
- He noted Councillors’ concerns that the current number of successful delegated appeals was currently higher than officers would expect or want but did point out that the figure fluctuated. He stated that officers would be carrying out a full assessment of individual cases to establish if there were any obvious trends that could be addressed.
- He explained that, whilst there were exceptions such as in the case of UNITE (see Old BRI Building appeal above), it was generally expected that claims would be made at the outset of the case to ensure the process was reasonable. However, costs had to be robustly defended at every appeal since costs could always be awarded against Bristol City Council for any reason

6. Enforcement

It was noted that there had been 5 Enforcement Notices served since the last Committee Meeting.



7. Public Forum

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

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

8. Planning and Development

The Committee considered the following Planning Applications

a. Planning Application Number 17/05149/F - Merchants Academy Gatehouse Avenue Bristol BS13 9AJ

The representative of the Head of Development Management made the following points by way of introduction:-

- The details of the application site were outlined
- It was noted that the application had been referred to Committee by Councillor Paul Smith
- The proposed site layout was shown
- The scale and massing of the proposed development fits in with the conservation area. Some three dimensional sketches were shown to the Committee
- Planning permission had been granted in 2006. Officers believed that this was still extant
- The development on each floor was indicated. It was noted that the fourth floor was in accordance with the scheme
- Amenity - officers believed that the scale of massing was not significantly different to the previously approved scheme and that the outlook was acceptable
- Daylight – officers confirmed that 7 flats would notice a reduction in daylight levels which currently receive acceptable levels but that 4 of these would meet the higher daylight factor test. Whilst there would be some impact on amenity for these flats, it was acknowledged that there were already reduced areas of daylight in the previously approved scheme
- Sunlight – There will be issues in the neighbouring courtyard with a likely loss in the winter months
- Privacy – Conditions would be made to ensure screens were on the balcony of the roof terraces
- Overlooking – A condition was proposed to ensure the roof terrace was limited to the defined area
- Management Plan – There would be a condition to ensure there was a Management Plan for the apartments

Officers believed that the development was an acceptable high quality design and that the impact had been thoroughly considered. In addition, the access arrangements were safe and that the site



contributes a negative impact on the Conservation Area. In view of this, the recommendation in the report was to approve the application.

The following points arose from Councillors' questions:-

- Details for the management of the serviced apartments was set out in the report
- SA101 Allocation related to the Whapping Wharf site and excluded this site which was adjacent to it
- There is an identified need for affordable housing and the Local Plan which would be launched in 2019 had identified this. However, until then the Council was required to operate in accordance with current policies
- The application had to be considered on its merits. If the applicants wanted residential properties in the future, there would need to be a new application.
- In relation to potential future provision of student accommodation, the issue of adapting apartments to become affordable ones had been discussed. However, it was the responsibility of developers to understand the situation. Some of the current units did not currently conform to national space standards
- Planning permission for an application remained in place for good
- The central area plan promoted small scale boutique hotels
- Page 38 of the report referred to Policy BCAP41 which confirmed that enhancing the Harbourside area as a leisure destination was an aim and therefore, a proposal for this could be presented at a later date
- Officers confirmed that the vacancy of the site had an impact on the Conservation Area. However, it was acknowledged that this development did not provide affordable housing. Councillors were also reminded of the amenity issues set out in the report
- Whilst there could be some overlap in terms of the daylight/sunlight issues, the tree officer had not examined whether or not there would be a loss of light for the trees in the adjoining courtyard
- It was likely that the properties would pay business rates since they would operate as a commercial business
- Officers could not confirm why no development had taken place following the previously approved application for residential properties. However, it was noted that the development had been approved shortly before the financial crash and that this could have caused an impact
- Following a suggestion from Councillors that a 24 hour concierge should be present on site to deal with noise from late night parties (as opposed to someone simply being on call), officers pointed out that under the existing situation there would always be the potential for noise from adjoining properties. There was no requirement for this in the Management Plan. Whilst in the case of previous planning applications this had been addressed through a condition, there had been recent cases of appeals being upheld in similar circumstances and officers' steer was that any refusal on this basis would be difficult to prove at appeal

Members made the following comments during debate:



- Whilst a development on the site should be welcomed, this type of C1 usage for serviced apartments was not appropriate. Disputes between residents in relation to such properties had in the past proved to be very bitter and protracted. The proliferation of these properties was not welcomed and contradicted the Council's policies
- This site was more appropriate for residential properties for which it already had permission. The issue of noise from these properties was a cause for concern
- Whilst the design was good with appropriate scale and massing and the need for development on this site was clear, C1 use should not be accepted here. Whapping Wharf was currently much quieter than the other side of the harbour front and there was a risk that increased noise and disturbance would transfer to the former and ruin its character. B2 usage would be much more appropriate. In addition, it did not comply with BCAP10 which was designed for small scale boutique hotels
- These kinds of developments pushed up the cost of flats and made them unaffordable for some people
- This development should not be approved at the time of a housing crisis
- This was not the appropriate venue for this site
- This development had the potential to cause harm to existing developments in terms of amenity (ie loud music) and was incompatible with the Local Plan
- There was a great deal of anecdotal evidence concerning noise at this site which needed to be fully assessed

The Head of Development Management strongly advised the Committee that any potential refusal reason based on incompatibility with the Local Plan would be very difficult to prove at appeal since the existing plan still applied. He pointed out that the policy framework did not require development for C3 housing. However, refusal on the basis of loss of amenity due to noise and disturbance could be argued.

It was moved by Councillor Harriet Bradley, seconded by Councillor Fabian Breckels and, upon being put to the vote, it was

RESOLVED: (unanimously) –

(1) The proposed development of 13 serviced apartments (Class C1), by the very nature of the use, would result in unacceptable noise and disturbance within this relatively quiet part of the Bristol Harbourside and would fail therefore to safeguard the amenity of existing residents and fail to contribute positively to the areas character and identity. As such the proposals would be contrary to policy BCS21 & BCS23 of the Bristol Core Strategy (adopted 2011).

(2) In the absence of evidence to the contrary, (though the submission of an Arboricultural Report), the proposed development, by reason of its siting, scale and massing is likely to have an unacceptable impact upon the health of the trees sited within the landscaped courtyard within the adjoining residential development known as The Anchorage, given the consequent reduction in daylight and sunlight. As such the proposals would be contrary to policy BCS9 of the



Bristol Core Strategy in that the proposals could lead to the loss of green infrastructure without appropriate mitigation.

b. Planning Application Number 18/02902/F – Land On North Side of Belgrave Hill, Bristol

Councillor Clive Stevens declared an interest in this item since he had called it in and was making a Public Forum statement. He indicated that he would withdraw from the meeting for the duration of this item and would not participate in the discussion or vote on this item.

The representative of the Head of Development Management made the following comments:

- Details of the site were outlined. It was noted that this a lapsed planning permission for an identical development had been approved on 12th November 2014
- The narrowness of the development was indicated on the site
- The site had not been assessed as a heritage asset in the Conservation Area
- A condition relating to insurance was proposed
- Three additional representations had been received in the amendment sheet

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

- The recent incident where an ambulance had been stuck on this road had occurred at a point where there was a 3.7 metre kerb width. However, vehicles were able to access roads at a kerb width of 2.75 metres over short distances. Officers did not know the size of waste vehicles
- The key consideration if the previous planning permission. The city design team had been consulted and had raised no objection to the proposal
- Councillors' concerns about the need to ensure the wall could be accessed to deal with any repairs. The applicant would need to comply with the building regulations. There was ongoing maintenance of the wall taking place and refusing on these grounds would not be a material reason for recommending refusal. He also confirmed that the structural integrity and insurance issues were set out in the report
- In response to a Councillor's concerns about the fact that vehicles were generally getting wider and larger and the impact this could have on the previously agreed space standards, officers referred Councillors to the table in the report setting out 2015 National Space Standards
- Whilst the previous permission had now expired, it was still granted recently and, therefore, the Committee needed to give it sufficient weight in making its decision. Officers believed that, other than 2015 Space Standards which were slightly more stringent, there had been no significant change since the previous decision and changing them would be perverse. The Committee were obliged to assume that permission had been granted satisfactorily

Members made the following comments:



- The space standards for Bristol City Council should not be any worse than national standards. This site would be ideal for a community garden. Whilst housing was required in the city, this was not an appropriate site
- There are some situations when developments can be approved even if they did not meet space standards since housing was badly needed
- It was difficult to believe that a 10 metre long lorry could access this site
- Any development that was built so close to the wall could collapse during bad weather
- Although approval had been given 4 years ago on this site, it had not been developed. Whilst it would provide housing, it would be very difficult to access and should not be supported

Councillors discussed whether or not a formal site visit would be appropriate but agreed that it would be more appropriate to view the site individually as required.

It was moved by Councillor Olly Mead, seconded by Councillor Stephen Clarke and, upon being put to the vote, it was:

Resolved: (9 for, 1 against – Councillor Clive Stevens had declared an interest and not being present during the vote) – that the application is deferred pending investigation by officers of issues relating to access to the site by emergency vehicles and refuse vehicles and to assess the structure and soundness of the adjoining wall.

c. Planning Application Number 18/02650/F – 4 to 5 Dean Street, St Paul’s, Bristol BS2 8SF

The representative of the Head of Development Management made the following comments:

- Details of the site were provided to the Committee which was currently the Roundway Garage
- The application was for a change to a private hire venue independent of the current garage. The applicant had indicated that this would not be a nightclub and would have the following opening hours: 0900 to 0000 Hours Sunday to Thursday and 0900 to 0100 Friday to Saturday
- Access to the venue would be maintained and details of access to the existing garage were also outlined
- There would be no on site parking
- Arrangements for waste collection were outlined
- Residential amenity and noise were the main issues. The site would be restricted to D2 usage
- A Noise Impact Assessment had been carried out and a Premises Management plan had been prepared which set out the restrictions on opening hours, arrangements for a noise limiter and a process for dealing with complaints
- The location of the site enabled mixed use



- There were no objections from transport to the proposed development

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

- There were no concerns expressed in relation to access and the stairwell. Arrangements for emergency exit were covered by a premises licence
- There would be a separate process for licence arrangements
- The previous use had been very similar. It had been a private members club for Porsche owners
- Fire access issues were not within the remit of the Committee and were covered by separate regulations
- Operating hours had been approved by Environmental Health. There had been previous restrictions on hours for the recently lapsed permission
- Councillors' concerns about noise were limited. However, officers explained that there would be a nominated person at the venue to ensure no-one was at the premises outside operating hours. In addition, there was a requirement that there be no more than 6 people in the smoking area. Although some councillors remained concerned as to how these requirements could be properly enforced, officers pointed out that since they had been approved by Environmental Health, it would be difficult to set a noise limit. It was noted that the Environmental Health team could serve a breach of conditions notice if required

Councillors made the following comments during debate:

- It was important that the Committee did not stray too much into discussing licensing issues since these would be dealt with separately through the licensing process
- The large list of objections made this application problematic. Since the area was primarily residential, the situation was different to the time of the approval of the previous application when the private members club was approved. Control of the noise disturbance would be difficult to enforce
- This type of use was more appropriate for the city centre and should have the hours of operation reduced if it was approved
- Whilst the issue of the operating hours was a cause for concern, it was noted that this issue would be addressed by the Licensing Committee
- Whilst residents' concerns were noted, mitigation to address them seemed to have taken place

It was moved by Councillor Olly Mead, seconded by Councillor Chris Windows and upon being put to the vote it was

Resolved: (6 for, 3 against, 2 abstentions) – that the application be approved as set out in the report.



d. Planning Application Number 17/04673/F – Site ND6 Temple Quay - Land Bounded by Providence Place, Old Bread Street and Avon Street, Bristol BS2 0ZZ

The Head of Development Management and the Planning Obligations Manager made the following comments:

- This application had originally been approved at Development Control A Committee on Wednesday 21st June 2018. At briefings prior to the Committee meeting, it was noted that stamp duty should not be applied to a viability assessment
- The application was approved subject to a Section 106 agreement with a determination deadline of 25th March 2018, following which there is a window of 6 months for a decision to be made subject to the agreement of this extension period by both parties. However, no such request was made in this instance
- On 6th September 2018, the applicant lodged an appeal against non-determination which was refused on the grounds that it was incorrectly issue. Following its correction and resubmission, the Inspector's decision on this matter was awaited
- In view of this situation, the Committee had a choice of two decisions that it could make as follows: either concede the appeal or indicate the reasons that it would have given for refusing the application if it had been determined
- The RICS guidance had been published in June 2018 and had taken effect from October 2018. It indicated that stamp duty would now be included in any viability position. Whilst this was just guidance, it still needed to be given due weight. Nevertheless, it should be noted that this was not part of the Planning Policy Framework which applied to all applications
- Members' attention was drawn to the new Paragraph 57 which required ND6 to be delivered in conjunction with ND7

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

- There was no guaranteed outcome at any appeal. However, officers' view was that 21st June 2018 decision was not unreasonable at the time that it was made. Nevertheless, Councillors were required to take into account what they now know in respect of the RICS guidance
- The covenant indicated that the 15 year rental period applied to all properties and that tax would apply only in instances when the land was subsequently sold on
- There were 120 dwellings in total for the development, of which only 4 were affordable
- The applicant had requested written representations for the appeal which was likely to reduce any award of costs
- The implementation of the RICS guidance was very new since it had only recently come into force
- Officers explained why this issue was being reconsidered at Committee



It was moved by Councillor Fabian Breckels, seconded by Councillor Mike Davies and upon being put to the vote it was

Resolved (9 for, 1 against, 1 abstention) – that if the Committee had the power to determine the application it would have refused it for the following reason:

The proposed development fails to make an appropriate contribution towards the provision of affordable housing and is therefore contrary to Core Strategy Policy BCS17

9. Date of Next Meeting

The next meeting is scheduled for 2pm on Wednesday 28th November 2018.

Meeting ended at 1.10pm

CHAIR _____



DEVELOPMENT CONTROL COMMITTEE A

28th November 2018

REPORT OF THE SERVICE DIRECTOR - PLANNING

LIST OF CURRENT APPEALS

Householder appeal

Item	Ward	Address, description and appeal type	Date lodged
1	Westbury-on-Trym & Henleaze	19 Stoke Lane Westbury Bristol BS9 3DP Retention of loft extension. Appeal against refusal Delegated decision	23/10/2018
2	Ashley	16 Kathdene Gardens Bristol BS7 9BN Two storey extension to the rear of the property and new dormer loft conversion with roof balcony and raised deck. Appeal against refusal Delegated decision	23/10/2018
3	Westbury-on-Trym & Henleaze	14 Southfield Road Westbury Bristol BS9 3BH Replacement of existing wooden single glazed sash windows with uPVC double glazed units (3no. at the front of the house facing the street, 3no. at the rear). Appeal against refusal Delegated decision	26/10/2018
4	Lawrence Hill	30 Eve Road Bristol BS5 0JX Loft conversion & ground floor extension. Appeal against refusal Delegated decision	29/10/2018
5	Bedminster	Land Adj To 5 Winterstoke Road Bristol BS3 2NN Replacement of an existing slimline internally illuminated 48-sheet advertising display with a 48-sheet digital LED display. Appeal against refusal Delegated decision	29/10/2018
6	Ashley	2 Watercress Road Bristol BS2 9YJ Construction of roof extension and associated roof terrace. Appeal against refusal Delegated decision	07/11/2018

7	Bishopsworth	75 St Peters Rise Bristol BS13 7NA Notification of prior approval for the erection of a single storey, rear extension that would extend beyond the rear wall of the original house by 4.5 metres, have a maximum height of 4.0 metres and have eaves that are 3.0 metres high. Appeal against refusal Delegated decision	07/11/2018
8	Lockleaze	147 Dovercourt Road Bristol BS7 9SF Proposed two storey rear and side extension and hip to gable roof extension. Appeal against refusal Delegated decision	07/11/2018
9	Lockleaze	11 Dorchester Road Bristol BS7 0LA Two storey side extension with front porch. Appeal against refusal Delegated decision	08/11/2018
10	Westbury-on-Trym & Henleaze	9 Dyrham Close Bristol BS9 4TF Enclosing an existing balcony at first floor level using double glazed windows. Appeal against refusal Delegated decision	08/11/2018

Informal hearing

Item	Ward	Address, description and appeal type	Date of hearing
11	Ashley	Hamilton House 80 Stokes Croft Bristol BS1 3QY Notification for prior approval for a proposed change of use of Blocks B & C from office use (Class B1(a)) to dwellinghouses (Class C3) to provide 45no. self-contained dwellings (comprising 25no. one bed units and 20no. two bed units). Appeal against refusal Delegated decision	02/10/2018
12	Filwood	PX Centre Bedminster Road Bristol BS3 5NR Outline planning application (with access, layout, scale and appearance to be considered) for redevelopment of the site to provide 32no. self-contained flats (Use Class C3) with associated access, parking, drainage and hard/soft landscape works. Appeal against refusal Delegated decision	16/01/2019

Public inquiry

Item	Ward	Address, description and appeal type	Date of inquiry
13	Central	<p>Old Bristol Royal Infirmary Building Marlborough Street (South Side) City Centre Bristol BS1 3NU</p> <p>Demolition of the existing buildings and redevelopment of the site to provide a part 7, 8 and 9 storey building fronting Marlborough Street, comprising 715 student bedspaces; communal areas and central courtyard; and erection of part 4, 5 and 6 storey building to the rear to accommodate a mix of uses, including office floorspace (Use Class B1) and/or medical school (Use Class D1) equating to 6,860sqm and a small commercial unit; associated access road, landscaping, public realm improvements, undercroft car parking and cycle parking. (MAJOR).</p> <p>Appeal against non-determination Committee</p>	TBA
14	Avonmouth & Lawrence Weston	<p>8 - 10 Station Road Shirehampton Bristol BS11 9TT</p> <p>Demolition of glasshouses and redevelopment to form 33 No. apartments for the elderly, guest apartment, communal facilities, access, car parking and landscaping.</p> <p>Appeal against refusal Delegated decision</p>	20/11/2018
15	Ashley	<p>15-16 Brunswick Square Bristol BS2 8NX</p> <p>Proposed change of use from Private Members' Club (Sui Generis) at ground floor and lower ground floor with ancillary office use on the upper floors to office floorspace (B1a) on all floors with associated provision of waste storage and bicycle parking facilities and external alterations.</p> <p>Appeal against refusal Delegated decision</p>	19/03/2019
16	Ashley	<p>15-16 Brunswick Square Bristol BS2 8NX</p> <p>Internal and external works associated with the proposed change of use from Private Members' Club (Sui Generis) at ground floor and lower ground floor with ancillary office use on the upper floors to office floorspace (B1a) on all floors with associated provision of waste storage and bicycle parking facilities.</p> <p>Appeal against refusal Delegated decision</p>	19/03/2019

Written representation

Item	Ward	Address, description and appeal type	Date lodged
17	Central	1 Wine Street Bristol BS1 2BB Temporary scaffold shroud screen advertisement measuring 11M x 7M for a period of 6 months during works to the facade of the building. Appeal against refusal Delegated decision	25/05/2018
18	Clifton	Mortimer House Nursing Home Clifton Down Road Bristol BS8 4AE Proposed landscaping / external work alterations to return the front garden to the original layout and provision of car parking facilities at the rear of the building accessed through a new opening in the side wall controlled by a sliding timber gate. Appeal against refusal Committee	02/08/2018
19	Clifton	Mortimer House Nursing Home Clifton Down Road Bristol BS8 4AE Proposed landscaping / external work alterations to return the front garden to the original layout of the listed building and providing car parking facilities at the rear of the building accessed through a new opening in the side wall controlled by a sliding timber gate. Appeal against refusal Committee	02/08/2018
20	Clifton Down	67 & 69 Whiteladies Road And 16A & 17A Aberdeen Road Bristol BS8 2NT Change of use of the existing Kwik Fit unit located at the junction of Whiteladies Road and Aberdeen Road from Use Class B2 (General Industrial) to Use Class A1 (Retail). Appeal against refusal Committee	20/08/2018
21	Hengrove & Whitchurch Park	29 & 31 Bamfield Bristol BS14 0SN Creation of vehicular access onto a classified road and off-street parking areas for both properties. Appeal against refusal Delegated decision	22/08/2018
22	Lawrence Hill	199 Avonvale Road Bristol BS5 9SR Enforcement Appeal against notice served for works to roof including front dormer without planning permission. Appeal against an enforcement notice	28/08/2018

23	Westbury-on-Trym & Henleaze	12 Southover Close Bristol BS9 3NG Demolition of Existing Dwelling and Development of 6no. Flats and Associated Works (resubmission of 18/00317/F). Appeal against refusal Delegated decision	03/09/2018
24	Bishopston & Ashley Down	318 Gloucester Road Horfield Bristol BS7 8TJ Enforcement notice appeal for extension at rear of property. Appeal against an enforcement notice	10/09/2018
25	Windmill Hill	154 Marksbury Road Bristol BS3 5LD Enforcement notice appeal for the development being the erection of a detached ancillary building being larger than approved by planning permission 16/04845/H. Appeal against an enforcement notice	10/09/2018
26	Windmill Hill	154 Marksbury Road Bristol BS3 5LD Retention of single storey building in rear garden. Appeal against refusal Delegated decision	10/09/2018
27	Eastville	631 - 633 Fishponds Road Fishponds Bristol BS16 3BA Enforcement notice appeal for the erection of structure in the rear yard used in association with the commercial ground floor unit. Appeal against an enforcement notice	10/09/2018
28	Cotham	16 Clyde Road Redland Bristol BS6 6RP Partial demolition of existing garage/store structure and erection of a single storey, 1 bedroom dwelling with revised access. Appeal against refusal Delegated decision	10/09/2018
29	Clifton Down	36 Hampton Park Bristol BS6 6LH Construction of a one bed house, sunken into existing rear garden. Appeal against refusal Delegated decision	10/09/2018
30	Bishopston & Ashley Down	126 Downend Road Horfield Bristol BS7 9PW Application for a Lawful Development Certificate for a Proposed use or development - Existing garage converted to annex to main house. Appeal against refusal Delegated decision	13/09/2018

31	Clifton Down	18 Elgin Park Bristol BS6 6RX Erection of garden room extension to existing annex with associated alterations. Appeal against refusal Delegated decision	13/09/2018
32	Stoke Bishop	3 Dingle Road Bristol BS9 2LN Application for variation of condition no.11 (List of Approved Plans) attached to planning permission 16/05204/F. Appeal against refusal Delegated decision	13/09/2018
33	Stoke Bishop	3 Dingle Road Bristol BS9 2LN Variation of condition 11 of reference number: 16/05204/F - To allow external alterations to improve internal arrangement. Appeal against refusal Delegated decision	13/09/2018
34	Easton	112 Robertson Road Bristol BS5 6JW Erection of single residential dwelling. Appeal against refusal Delegated decision	24/09/2018
35	Central	City Point Temple Gate Bristol BS1 6PL LED Digital Smartscreen. Appeal against refusal Delegated decision	03/10/2018
36	Hillfields	227 Lodge Causeway Bristol BS16 3QW Residential development of 2no. 2-bed apartments with vehicular parking, refuse store and cycle racks on land to the rear of 227 Lodge Causeway. Appeal against refusal Delegated decision	03/10/2018
37	Central	Central Reservation Temple Way Bristol BS1 6NH Erection and display of a single sided advertising panel to be used to show illuminated advertisements capable of automatic sequential change. Appeal against refusal Committee	04/10/2018
38	Clifton	85 Queens Road Clifton Bristol BS8 1QS 1 x internally illuminated Fascia Sign. 1x Internally illuminated Hanging Sign. Appeal against refusal Delegated decision	04/10/2018

39	Filwood	13 Leinster Avenue Bristol BS4 1NH Erection of a two storey, 3-bed detached dwelling. Appeal against refusal Delegated decision	04/10/2018
40	Lawrence Hill	Public Footpath West Side Of Bond Street South Bristol BS1 3EN This application seeks consent for the erection and display of a single sided advertising structure to be used to show illuminated advertisements capable of automatic change of image. Appeal against refusal Committee	04/10/2018
41	Redland	22B Gloucester Road Bishopston Bristol BS7 8AE Removal of existing dormer for proposed enlarged dormer extension with external access onto roof as a result of alteration to existing lean to roof to flat roof. Appeal against refusal Delegated decision	08/10/2018
42	Ashley	Land Next To 75 City Road Bristol BS2 8UQ New three storey end of terrace building containing 2no. residential units. Appeal against refusal Delegated decision	08/10/2018
43	Lockleaze	Golden Bottle Inn Constable Road Bristol BS7 9YF Outline application for the demolition of Golden Bottle Inn and the erection of 10no. 3 bedroom houses (formed within two short terraces and two pairs of semi-detached properties) with associated parking and gardens (with access, appearance, layout and scale to be determined, all other matters reserved) - (Major Application). Appeal against refusal Delegated decision	11/10/2018
44	Avonmouth & Lawrence Weston	Land Adjacent To Karakal Penpole Lane Bristol BS11 0EA Change of use of site to store 19 Self Storage units (B8 use class). Appeal against refusal Delegated decision	16/10/2018
45	Ashley	Wadham Mansions Balmoral Road Bristol BS7 9AU Erection of a 4 storey building comprising 2 No (1 bed-space) studio apartments and 1 No (4 bed-space) 2 bedroom duplex, with cycle store, attached to existing 4 storey block of apartments. Appeal against refusal Delegated decision	16/10/2018

46	Hillfields	16 Woodcote Road Bristol BS16 4DE Proposed new 1no. bedroom house, on land adjacent to 16 Woodcote road and a 2 storey extension to the existing house. Appeal against refusal Delegated decision	17/10/2018
47	Central	(Land East Of) Colston Street Bristol BS1 5AY Alterations to boundary wall, new access, development of sui-generis residential units for students (2no. 5-bed cluster flats), with associated refuse and cycle storage. Appeal against refusal Committee	18/10/2018
48	Central	(Land To The East Of) Colston Street Bristol BS1 5AY Alterations to boundary wall, new access, development of sui-generis residential units for students (2no. 5-bed cluster flats), with associated refuse and cycle storage. Appeal against refusal Committee	18/10/2018
49	Southmead	21 Shetland Road Bristol BS10 5JT Erection of a detached dwellinghouse. Appeal against refusal Delegated decision	18/10/2018
50	Avonmouth & Lawrence Weston	16 Grove Leaze Bristol BS11 9QN Erection of a single storey rear extension. Appeal against conditions imposed Delegated decision	26/10/2018
51	Stockwood	18 Burfoote Gardens Bristol BS14 8TE Conversion of existing garage and erection of a first floor extension to provide a two storey dwelling house. Appeal against refusal Delegated decision	08/11/2018
52	Stoke Bishop	19 Druid Hill Bristol BS9 1EW Single storey side extension to extend existing hair salon. Appeal against refusal Delegated decision	12/11/2018
53	Easton	28 York Road Easton Bristol BS5 6BJ Application for a Certificate of Proposed Development - proposed porch. Appeal against refusal Delegated decision	15/11/2018

List of appeal decisions

Item	Ward	Address, description and appeal type	Decision and date decided
54	Frome Vale	St Mary's Church Manor Road Fishponds Bristol BS16 2JB Yew - Fell TPO 472. Appeal against refusal Delegated decision	Appeal dismissed 06/11/2018
55	Brislington East	97 & 99 Capgrave Crescent Bristol BS4 4TN Erection of a pair of semi detached houses to the rear of nos 97 & 99 Capgrave Crescent. Appeal against refusal Delegated decision	Appeal dismissed 12/10/2018
56	Horfield	20 Northwick Road Bristol BS7 0UG Proposed bungalow C3 dwelling. Appeal against refusal Delegated decision	Appeal dismissed 06/11/2018
57	Ashley	114 Chesterfield Road Bristol BS6 5DU Demolition of existing garage at the rear of the site and erection of a new, two storey, single dwelling. Appeal against refusal Delegated decision	Appeal dismissed 18/10/2018
58	Windmill Hill	15 Hill Avenue Bristol BS3 4SH Proposed 3 storey rear extension & loft conversion. Appeal against refusal Delegated decision	Appeal dismissed 08/10/2018
59	Bishopston & Ashley Down	16 Alton Road Bristol BS7 9PS Enforcement notice appeal against the erection of an extension to the rear of the property. Appeal against an enforcement notice	Appeal dismissed 16/10/2018
60	Windmill Hill	3 Haverstock Road Bristol BS4 2DA Retention of rear roof extension. Appeal against refusal Delegated decision	Appeal allowed 18/10/2018
61	Windmill Hill	3 Haverstock Road Bristol BS4 2DA Enforcement appeal Appeal against an enforcement notice	Split decision 18/10/2018

62	Southville	37 Stackpool Road Bristol BS3 1NG Application for a Lawful Development Certificate for Existing use of property as 7no. self-contained flats. Appeal against refusal Delegated decision	Appeal allowed 19/10/2018
63	Central	6 Tyndalls Park Road Bristol BS8 1PY Demolition of boundary wall and construction of a two storey building containing 2no. studio apartments (sui generis use) with associated provision of amenity space, refuse and cycle storage. Appeal against refusal Delegated decision	Appeal dismissed 14/11/2018
64	Stockwood	1 Atkins Close Bristol BS14 8JS Proposed two storey, self-contained, single dwellinghouse. Appeal against refusal Delegated decision	Appeal allowed 30/10/2018
65	Central	Raj Mahal City Clarence Road Redcliff Bristol BS1 6RP Demolition of existing building and erection of a building containing 73no. student bedspaces, communal space and cycle parking (major application). Appeal against refusal Delegated decision	Appeal dismissed 01/11/2018
66	Cotham	140B Redland Road Bristol BS6 6YA Conversion of existing flat roof to external terrace with external cladding to rear elevation. Appeal against refusal Delegated decision	Appeal dismissed 02/11/2018
67	Cotham	12E Alfred Place Kingsdown Bristol BS2 8HD Retrospective permission for a rear dormer window. Appeal against refusal Delegated decision	Appeal dismissed 23/10/2018
68	Westbury-on-Trym & Henleaze	46 Henleaze Avenue Bristol BS9 4ET Proposed single storey building to provide a retail sales/repair shop for mobile phones. Appeal against refusal Delegated decision	Appeal dismissed 08/11/2018
69	Westbury-on-Trym & Henleaze	Badminton School Westbury Road Bristol BS9 3BA Resurfacing of existing school loose gravel paths with patterned concrete. Appeal against conditions imposed Delegated decision	Appeal allowed 16/11/2018

70	Westbury-on-Trym & Henleaze	Badminton School Westbury Road Bristol BS9 3BA Resurfacing of existing school loose gravel paths with patterned concrete. Appeal against conditions imposed Delegated decision	Appeal allowed 16/11/2018
71	Westbury-on-Trym & Henleaze	7-9 High Street Westbury Bristol BS9 3BY Integration of 5no roof lights above the principle elevation and 5 above the rear elevation of the existing property. Subdivision of existing Flat 2 to create two dwelling units on the second floor and in converted loft space. Appeal against refusal Delegated decision	Appeal allowed 16/11/2018
72	Bishopston & Ashley Down	11 Beloe Road Bristol BS7 8RB Double storey side extension. Appeal against refusal Delegated decision	Appeal dismissed 15/10/2018
73	Redland	8 & 9 Belvedere Road Bristol BS6 7JG New entrance canopy. Appeal against refusal Delegated decision	Appeal dismissed 29/10/2018
74	Eastville	Land At The Rear Of 134 - 136 Fishponds Road Eastville Bristol BS5 6PP Erection of 1 x 3 storey dwelling and 1 x 2 storey dwelling on land to the rear of 134 - 136 Fishponds Road. Appeal against refusal Delegated decision	Appeal dismissed 30/10/2018
75	Knowle	51 Stoneleigh Road Bristol BS4 2RH Erection of single-storey rear extension. Appeal against refusal Delegated decision	Appeal allowed 23/10/2018
76	Lockleaze	17 Melton Crescent Bristol BS7 0LF Extension of the existing building to form 3 x HMO C4 flats. Appeal against refusal Delegated decision	Appeal dismissed 16/11/2018
77	Southville	5 Exeter Road Bristol BS3 1LY Ground floor side extension and loft conversion. Appeal against refusal Delegated decision	Appeal dismissed 16/10/2018

78	Avonmouth & Lawrence Weston	68A Dursley Road Bristol BS11 9XF Two storey side extension. Appeal against refusal Delegated decision	Appeal dismissed 09/10/2018
79	Clifton	30 York Gardens Bristol BS8 4LN Creation of a roof terrace, involving the removal of a portion of the rear roof slope. Additional installation of PV panels. Appeal against refusal Delegated decision	Appeal dismissed 09/11/2018
80	Southville	13 Pembroke Road Southville Bristol BS3 1PP Erection of roof/second floor rear extension, extension over existing outrigger/back addition and second floor rear balcony. Appeal against refusal Delegated decision	Appeal dismissed 15/11/2018
81	Southville	15 Pembroke Road Southville Bristol BS3 1PP Erection of roof/second floor rear extension, extension over existing outrigger/back addition and second floor rear balcony. Appeal against refusal Delegated decision	Appeal dismissed 15/11/2018
82	Central	InLink Outside Prudential Building Wine Street Bristol BS1 2PH Two digital LED display screens, one on each side of the InLink. Appeal against refusal Delegated decision	Appeal withdrawn 31/10/2018
83	Central	InLink Outside Prudential Building Wine Street Bristol BS1 2PH Erection of freestanding InLink providing ultrafast WiFi and other community services and removal of 2No. BT payphones, with excess space returned to the community. Appeal against refusal Delegated decision	Appeal withdrawn 31/10/2018
84	Central	Inlink Corner Of The Horsefair And Union Street Bristol BS1 3BB Erection of freestanding InLink providing ultrafast WiFi and other community services and removal of 2No. BT payphones, with excess space returned to the community. Appeal against refusal Delegated decision	Appeal withdrawn 31/10/2018

85	Central	Inlink Outside The Gym At Quakers Friar Merchant Street Bristol BS1 3BU Erection of freestanding InLink providing ultrafast WiFi and other community services and removal of 2No. BT payphones, with excess space returned to the community. Appeal against refusal Delegated decision	Appeal withdrawn 31/10/2018
86	Central	InLink Outside Debenhams The Horsefair Bristol BS1 3EE Erection of freestanding InLink providing ultrafast WiFi and other community services and removal of 2No. BT payphones, with excess space returned to the community. Appeal against refusal Delegated decision	Appeal withdrawn 31/10/2018
87	Central	InLink Outside Debenhams The Horsefair Bristol BS1 3EE Two digital LED display screens, one on each side of the InLink. Appeal against refusal Delegated decision	Appeal withdrawn 31/10/2018
88	Central	Broadmead (Os No.5 O2) Bristol BS1 3HH Erection of freestanding InLink providing ultrafast WiFi and other community services and removal of 2No. BT payphones, with excess space returned to the community. Appeal against refusal Delegated decision	Appeal withdrawn 31/10/2018
89	Central	Horsefair (Os No.101-105 Mcdonalds Jct Concorde Street) Bristol BS1 3JR Two digital LED display screens, one on each side of the InLink. Appeal against refusal Delegated decision	Appeal withdrawn 31/10/2018
90	Central	Horsefair (Os No.101-105 Mcdonalds Jct Concorde Street) Bristol BS1 3JR Erection of freestanding InLink providing ultrafast WiFi and other community services and removal of 2No. BT payphones, with excess space returned to the community. Appeal against refusal Delegated decision	Appeal withdrawn 31/10/2018
91	Central	InLink Outside 23 To 25 St Augustines Parade Bristol Erection of freestanding InLink providing ultrafast WiFi and other community services and removal of 2No. BT payphones. Appeal against refusal Delegated decision	Appeal withdrawn 31/10/2018

92	Central	Inlink Corner Of The Horsefair And Union Street Bristol BS1 3BB Two digital LED display screens, one on each side of InLink. Appeal against refusal Delegated decision	Appeal withdrawn 31/10/2018
93	Central	InLink Outside 23 To 25 St Augustines Parade Bristol Two digital LED screens, one on each side of the InLink. Appeal against refusal Delegated decision	Appeal withdrawn 31/10/2018
94	Central	Broadmead (Os No.5 O2) Bristol BS1 3HH Two digital LED display screens, one each side of the InLink. Appeal against refusal Delegated decision	Appeal withdrawn 31/10/2018
95	Central	Inlink Outside The Gym At Quakers Friar Merchant Street Bristol BS1 3BU Two digital LED display screens, one on each side of the InLink. Appeal against refusal Delegated decision	Appeal withdrawn 31/10/2018

DEVELOPMENT CONTROL COMMITTEE A
26th November 2018

REPORT OF THE SERVICE DIRECTOR - PLANNING

LIST OF ENFORCEMENT NOTICES SERVED

Item	Ward	Address, description and enforcement type	Date issued
1	Bedminster	6A Duckmoor Road Bristol BS3 2BY Installation of shipping container. Enforcement notice	31/10/2018
2	Brislington East	2 Newbridge Road Bristol BS4 4DH To take discontinuance action in respect of advertisement hoarding. Discontinuance notice	24/10/2018
3	Frome Vale	1 Claverham Road Bristol BS16 2HT Works not in accordance with planning permission 17/03366/H Enforcement notice	30/10/2018
4	St George Troopers Hill	7 Windsor Avenue Bristol BS5 8RF Dormer roof extension. Enforcement notice	30/10/2018

Development Control Committee A 28 November 2018

Report of the Service Director - Planning

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Planning Applications

Item	Ward	Officer Recommendation	Application No/Address/Description
1	Central	Refuse	18/01890/F - The Bell 7 Prewett Street Bristol BS1 6PB Demolition of existing buildings to provide residential dwellings (Use class C3), commercial retail space (Use Class A1) and community facilities (Use Classes D1/D2) with associated landscaping and works.
2	Bedminster	Grant subject to Legal Agreement	18/02302/F - Land Bounded By Winterstoke Road, Luckwell Road And Lynwood Road Bristol BS3 3HH Demolition of all existing buildings, and the erection of buildings to facilitate 67 residential dwelling units consisting of 8 terraced houses and 59 flats, external landscaping, parking and other associated works.
3	Lockleaze	Grant	17/06631/F - 17 Bridge Walk Bristol BS7 0LE Demolition of existing dwelling and construction of a three storey block of 7 apartments with associated car parking, cycle and refuse storage.
4	Avonmouth & Lawrence Weston	Grant	18/02847/FB - Avonmouth & Severnside Enterprise Area (ASEA) Land Off Severn Road, Land Off Chittening Road Land Off Washingpool Lane, And Bristol Port Avonmouth Bristol Flood defence works in the proposed Avonmouth and Severnside Enterprise Area Ecological Mitigation and Flood Defence Scheme - The scheme includes three sites within the ASEA: Area 2 - land within Bristol Port (Avonmouth Docks); Area 3B - land along Severn Road and the Severn Beach Railway; and Area 4 - land off Washingpool Lane, between Chittening Road to the west, Severn Road to the north, the M49 to the east, and a railway line to the south (Major).

WARD: Central CONTACT OFFICER: Paul Chick
SITE ADDRESS: The Bell 7 Prewett Street Bristol BS1 6PB

APPLICATION NO: 18/01890/F Full Planning

DETERMINATION DEADLINE: 19 December 2018

Demolition of existing buildings to provide residential dwellings (Use class C3), commercial retail space (Use Class A1) and community facilities (Use Classes D1/D2) with associated landscaping and works.

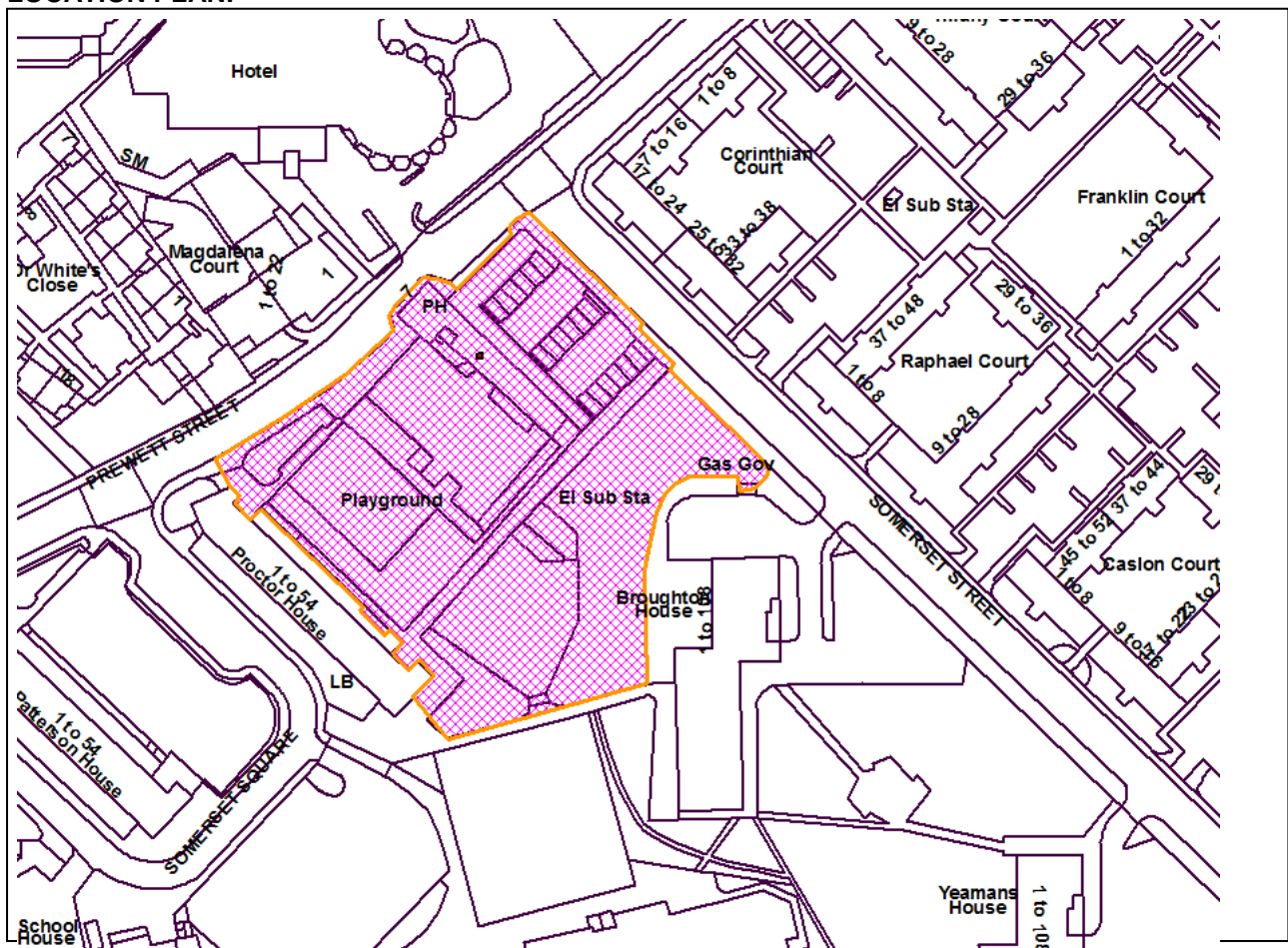
RECOMMENDATION: Refuse

AGENT: GVA
St Catherine's Court
Berkeley Place
Bristol
BS8 1BQ

APPLICANT: Urban Tranquility Developments
Ltd
C/o Agent

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

LOCATION PLAN:



Development Control Committee A – 28 November 2018
Application No. 18/01890/F : The Bell 7 Prewett Street Bristol BS1 6PB

This application has been referred to Committee by the two ward councillors, Kye Dudd and Paul Smith on the following grounds:

“This is a major application which has high levels of housing including 20% affordable, retail and new community sports provision. This has high local interest and should be decided by elected members on a DC”.

Site Description:

The site is located at the corner of Prewett Street and Somerset Street, bound to the north by the Double Tree Hilton Hotel and car park/servicing area, and Magdalena Court, a 3 and 4 storey residential building. The site is bounded to the east by Proctor House, a 10 storey residential block, and to the west by the 4 storey Corinthian Court residential development. Broughton House, a 13 storey residential block, lies to the south.

The site is 0.59 hectares in size and comprises a number of existing buildings/structures as follows:

The former Bell Public House

The former Taviner’s Auction Rooms

18 vacant garages

Basketball area and equipped children’s play area

There are 23 trees on the site, 6 of which are categorised as ‘B’ which indicates they are desirable to retain and of good quality.

The site does not contain any statutory or locally listed buildings and is not located within or adjacent to a conservation area. However, the St Mary Redcliffe Church a Grade I listed building lies 150 metres to the north west of the site, within the Redcliffe Conservation Area.

The former Bell public house has been identified and proposed as a building worthy of ‘local listing’ but this has been rejected on several occasions by the listing panel.

Relevant History:

99/03574/F: Erection of 47, one and two bedroom flats, management suite and basement/off street parking. Submitted November 1999 and withdrawn July 2005.

02/01148/F: Erection of 88 flats, 2 shops and associated works. Submitted March 2002 and withdrawn June 2002.

08/00025/FB: Erection of kick wall and basketball facility, measuring 15m in length and between 1m and 3m in height. Approved 13/03/2008 and implemented.

17/04925/PREAPP: A pre application was submitted on 30/8/2017 for a development proposal comprising 188 residential units, a retail store, a multi-use community/recreation space and associated landscaping. The pre application was for a development that was essentially the same in nature to the planning application now being considered.

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The pre application advice given in January 2018 was that while the site is considered suitable for residential development, the proposed scheme was not considered acceptable. The proposed scale, bulk, massing, density and height of the main residential block was considered inappropriate for its setting and context with surrounding buildings and would have a harmful impact on adjoining residents. Further advice was given that while high density development in the city centre is supported, the site was not appropriate for either a tall building or the intensity of the scheme proposed. Instead, the applicant was advised that a high quality, high density-low-rise development of the site at a maximum of six storeys would be more appropriate, one that was integrated within the existing Redcliffe Estate and the community and that could make a positive contribution to local character and distinctiveness.

Application

Planning permission is sought for the comprehensive redevelopment of the site to provide residential buildings (Use Class C3), commercial space (Use Class A1) and community facilities (Use Classes D1/D2) with associated landscaping works.

The proposed development comprises the following main elements:

196 residential units (176 units within the main residential building and 20 units above a separate community/sports building).

The dwelling mix would be:

Main building: 94 x 1 Bed, 82 x 2 Bed

Community / Sports Building: 12 x 1 Bed, 8 x 2 Bed

39 of the residential units would be affordable housing (See Key Issue ...).

The main building would be up to 12 storeys in height on the corner of Prewett/Somerset Street. The community building would be the equivalent of 6 storeys, with the community / sports use being approximately 2 storeys in height from ground floor, with a further 4 storeys of residential accommodation above.

Retail unit (346 sq m): This would front onto Somerset Street.

Community / Sports space (694 sq m, ground floor): This would be built on the existing basketball recreation area. The applicant states that this area is currently underused and is often the location for anti-social behaviour. The new facility would provide a multi-functional sport and adaptable space. The applicant further states that the facility would be self-financing and proposed to be managed by a Charity Trust with local companies able to operate within the space.

Landscaping: replacement/upgrading of existing play space, new public landscaped area, community gardening space and enhanced children's equipped play area.

Cycle parking (350 spaces)

Car parking: outside proposed retail unit: 1 x retail delivery space, 2 x short-stay parking spaces.
Prewett Street Frontage: 1 x Disabled car park space and 1 x Car Club space.

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Pre Application Community Involvement

Process:

From April 2017 the applicants have regularly attended the Redcliffe Residents Action Group (RRAG)/ Redcliffe Forum meetings. In January 2018 a public consultation event took place at Faithspace, Prewett Street.

In the initial meeting with the RRAG at the outset of the design development, the RRAG made the following points:

- The importance locally of the existing footpath running through the site from Somerset Street to the basketball area and existing residential blocks
- The continual anti-social behaviour focussed around the existing basketball court
- The need for investment/removal of the vacant buildings which attract anti-social behaviour
- The need for clarity on the historic status of the former 'The Bell' public house

Approximately 60 people attended the public consultation event in January 2018 and the following main points were raised with the developer's representatives.

- Concerns with the general height and density of the development
- Concern with possible congestion with additional vehicles being introduced to the area
- Concern with car parking in the area and exacerbation of current car parking issues as a result of the proposal
- Concern with the design of the building and comments that the building is not attractive
- Concern regarding the removal of the 18th century pub
- Comments regarding loss of existing green space
- Positive feedback about the roof gardens
- Concerns regarding the viability of the proposed community building
- Impact of the development on general amenity of neighbouring properties
- Improvement of the current condition of the site welcome

Outcomes:

It is not clear from the statement of Community Involvement submitted with the application whether the comments received from the public had any influence over the final design of the scheme.

RESPONSE TO PUBLICITY AND CONSULTATION

PUBLIC RESPONSE

Site Notices were erected and an advert placed in the local press. In addition approximately 600 local addresses were notified of the proposals. In response 42 comments were received objecting to the proposals, including comments from the Bristol Civic Society, the Conservation Advisory Panel, the Redcliffe Residents' Action Group and St Mary Redcliffe Church set out below. Two comments were received in favour of the scheme and one neutral comment received for the local St Mary Redcliffe and Temple School.

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Application No. 18/01890/F : The Bell 7 Prewett Street Bristol BS1 6PB

The Bristol Civic Society

Summary

The Society recognises that this site is a negative feature and welcomes redevelopment in principle but very much regrets that it cannot support the current scheme. The Society acknowledges the changes to the design between the pre-application enquiry and the planning application, but the scheme's mass is unchanged. The proposed new apartment block would overbear and overshadow Magdalena Court to the northwest and Corinthian Court to the northeast to create a major planning conflict. To achieve a high density the Society would prefer a development on a broader footprint built over the centre of the site that was taller, but not much taller, than Corinthian Court and Magdalena Court.

Demolition

The Society would regret the loss of the Bell public house but recognises that the building is statutorily unprotected. The former Taviner's Building is without architectural merit.

Change of use

A residential led scheme would conform to current planning policy. This is a highly sustainable site close to the city centre and to Temple Meads station. A market rental scheme would increase the area's accommodation mix. The scheme offers to provide 20% affordable housing.

Mass and height

The critical planning question is whether the addition of the proposed number of new homes to the city's housing stock outweighs the harm that the building mass would cause to the amenities of the residents of Magdalena Court and Corinthian Court. The new building would stand across Somerset Street parallel to Corinthian Court (permission 1999). The developer has not included a sun shadow diagram with the planning application. The Society anticipates that the diagram would show that the new building would block the sunlight from the Somerset Street four-storey terrace for a significant part of the day during most of the year. The proximity of a new building of this mass and height would substantially harm the amenity of the Corinthian Court residents. Similar considerations apply to the harm that the new building would cause to the amenity of the residents of the four-storey Magdalena Court (permission 1999) to the northwest. Because of the impact on a substantial number of neighbours of dense recently-constructed flatted accommodation, the Society cannot support this application. The Society contrasts this proposal with the spatial planning of Proctor House and Broughton House. Both earlier tall buildings are sited at an angle to each other and with a greater intervening space. The current scheme would stand parallel to its neighbours on three sides and would block the east aspect of the residents on all 9 floors of Broughton House and vice versa. The Society anticipates that a sun shadow diagram of the 5 floors amenity block to the south of the development would cast a shadow over the children's playground and the community garden for significant periods each day. The Society is not convinced that the development would not harm views into the site or views of St. Mary Redcliffe.

Design

The developer says that U-shaped plan has the advantage of producing an open courtyard facing south that would connect with the wider landscape. This small open area would produce a minimal

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planning gain when considered in the context of the projected number of new residents and the mass of the surrounding new building. The Council must satisfy itself that the continuing site management is strong enough to ensure that this open space will not quickly degrade. The Society is also cautious about welcoming roof top gardens unless there is a robust maintenance plan.

The quality of the design does not justify the height and mass of the principal building which the asymmetrical silhouette fails to mitigate. In the public realm the building's mass would overpower the space within which it would stand. Another consequence of the design's inadequacy is that only the corner flats are double aspect. Many of these single aspect flats would face north. An objection to the design which carries weight will appear in the emerging Urban Living Planning Advice, which will provide best practice advice on the design of residential schemes with higher densities to ensure good quality accommodation. The Society expects that this best practice advice will include a presumption against single aspect units, which, as with this proposal, often provides a limited outlook. The best practice advice of the current Policy DM29 states that new flats should be dual aspect wherever possible and specifically that single aspect units are not appropriate on northern elevations. The Society assumes that windows onto the centre light well would illuminate the access corridors.

The development would provide a stock of one and two-bedroom flats in a 60/40 ratio. A review of the census data for the central wards shows that approximately 77% of the housing stock is 1 or 2 bed units. Policy BCAP3 seeks a greater number of 3 bed flatted units, and as such it is felt that a higher proportion of three bed flats should be included within the scheme. The Society supports the Council's affordable housing policy.

Conclusion

The Council should not support this application for these reasons:

- The harmful impact that the development would cause to a substantial number of neighbours who occupy recently-constructed accommodation.
- The design fails to satisfy the Council's planning policy BCS21 - Quality Urban Design. The building mass would offer a majority of residents single aspect flats in a monoculture of small flatted accommodation.
- Harm to local and longer views particularly of St. Mary Redcliffe.
- The building would overshadow the outside amenity spaces which are vital for those who live in higher density dwellings.
- The unexplored possibility for the developer to achieve a high-density development with a broader footprint.

The Conservation Advisory Panel:

Whilst it is noted that this mid 18th century public house has been considered to be too heavily altered to warrant local listing, it is nonetheless an integral part of the historic street pattern and activity of this part of the area. The submitted heritage assessment is weak and takes no account of the wider townscape of the Redcliffe Estate (a high quality post war residential estate), the adverse impact of the proposal on the setting of the adjacent Redcliffe Conservation Area and associated

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listed heritage assets. The proposal would have a significant adverse impact on St. Mary Redcliffe when viewed from a range of surrounding locations within and beyond the city and from other Conservation Areas.

The archaeological desktop assessment is inadequate as it has not assessed the historic context of the immediate vicinity. The Panel was somewhat surprised to see the shadow study showed excessive northern sunlight, yet acknowledged that the impact on daylight and sunlight for about 56 adjacent residential properties is significant.

The Panel was concerned that the applicant had made no reference to the pre application process and the range of issues raised. Furthermore, the current scheme appeared to be larger in size and scale than the pre application scheme. The application proposal was considered to be wholly inappropriate for its context and would substantially harm the significance of relevant heritage assets with limited public benefit. As such this is considered contrary to relevant Local Plan policies and the requirements of para 133 of the NPPF.

Redcliffe Residents Action Group and Neighbourhood Forum

This is an important site, on a corner, at the centre of south Redcliffe - an area which has long been neglected in terms of maintenance and development to better meet the needs of local people.

How the site is developed will set the tone for future developments in an area that is likely to be under increased development pressure. Getting this right matters.

Redcliffe Residents Action Group & Neighbourhood Forum object to the proposed development. There are a number of issues that urgently need to be addressed:

1. The nature and scope of the "consultation" with the community. The consultation event at FaithSpace was the first time that any physical plans have been shown to the community. Previous presentations to the community by the developer have been limited to them coming along to two Redcliffe Residents Action Group & Neighbourhood Forum monthly meetings and short verbal updates about what stage the developer was at. We are concerned about the lack of engagement with residents beyond these very limited encounters. For example, little to no contact has been made with the residents of Corinthians Court and Magdalen Court.
2. There is a lack of supporting information to enable members of the community to make an informed decision about the proposals. There is no information about how the developers arrived at the proposed design, or why and how this is the best option, and on what criteria this was considered the best option. For example, was any consideration given to designs that complemented and worked with the context more? Why this design, why these heights and massings? There needs to be more information about why and how this was arrived at as the optimum solution for the site, and on what evidence base and how choices were arrived at. For example, why were there no other options shown with different levels of car-parking provided? Why no options with an enhanced outdoor ball court instead of just demolishing it?
3. The proposed blocks will impact severely on people living adjacent to the site, especially in terms of light and privacy.

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The proposed blocks will overwhelm the existing area - including local residents, local green spaces, and St Mary Redcliffe Church. The scale, massing, height, and density are all extreme, and not softened by any design quality.

The proposals appear to ignore current planning policy. For example, 'Future of Redcliffe' SPD 3 Townscape T5 "Building heights should respond to the predominant existing context of 3-6 storeys." Whilst there are several c10 storey slab blocks around the Site, they do not create a townscape character or sense of enclosure. The majority of surrounding buildings are of more normal 3-6 storey city scale and if new buildings are built up to the street frontages at those heights, it would help rebuild a scale suitable for the neighbourhood in a way that complements and completes it, rather than conflicts with it.

4. No car-parking provision is wholly unrealistic and will have a huge negative impact on the public realm and the lives of existing residents who will have to deal with the burden of additional cars that have not been properly provided for. Zero parking spaces for 195 apartments is unacceptable. There are no car share parking spaces, no disabled persons parking spaces, no electric charging spaces. These are all required by planning policy. And would be essential in an area that already suffers considerable pressure with on street parking.

People with changing mobility needs may need a car after they have bought a flat, or may have changing work situations. Some element of car-free development is to be welcomed, but 100% is bonkers. If this development fails to provide appropriate and realistic provision of parking spaces the burden of providing space will fall on existing residents and the public realm. The burden of provision should fall on the development itself.

5. The proposals for the "community" sports building on the outdoor ball court are incomplete and there is insufficient information available to enable residents and the community to give meaningful feedback.

Putting apartments over the "community" sports building would appear to counter intuitive. Significant structure would be required to support the apartments over a clear span sports space. There appears to be little thought given to the form or design of the sports hall and apartments. For example, this significant aspect of the scheme is omitted from the principle elevations in the documents submitted.

Noise issues would need to be robustly addressed. There needs to be detailed plans about levels of sound insulation, and should be a condition of planning. Complaints from future residents could jeopardise the use of the building as a "community" sports centre. Conditions in tenancies and ownership agreements would need to be in place prior to lettings/sales to ensure future residents cannot stop the sports and community use of the building.

Only very partial outline and sketch documents about the design and internal layout of the proposed "community" building have been shared or consulted on prior to the submission of full planning application. The information on this building at the "consultation" event was extremely limited and the community have been given very limited meaningful chance to provide feedback or local knowledge into the design or operation of the building. Currently it is a "community building" without the actual involvement of the local community in co-designing what it might look like, function, or operate. What is particularly worrying is that there remains no evidence of any young people in the area being involved or asked about the proposals.

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- Redcliffe has a below average access to green and outdoor space in Bristol. South Redcliffe is also in the top 1% of areas across the UK for indices of multiple deprivation. Any proposal to take assets and space away from young people in the area needs to be robust and well-evidenced. It remains unclear how young people would access the space - will it be free to access for local people, as the current space is?
- It is unclear if the space will be a genuine community asset, owned and managed by the community, and if so on what terms. During the consultation event one member of the developer team said the community building would be sold. Another member of the team said it would be retained by the developer.
- There remains no transparent proposal for how the space will be managed, by whom, and how community access will be maintained once the space has been built. Credit should be given to the developer for trying to find an operator to run the space. However, it is unclear what the relationship with the local community will be and what their remit will be.
- There is a very great danger that the community space will either be a community liability without sufficient resources or genuine community control to manage it effectively for the community, or end up being a privatised commercial space inaccessible to local young people - either because the young people cannot afford it, or the management decide they don't "fit".

The developer has said *"The facility will be self-financing and proposed to be managed by a Charity Trust with local companies able to operate within the space. This concept and the potential occupiers of the facility will be developed during the determination period of the application and secured via a legal agreement associated with the planning consent."*

We call on the council at the very minimum to:

- designate the "community building" part of the public realm;
- make planning consent for the whole scheme conditional upon the design, management, and operation plan, including legal agreements to ensure long term community benefit and access, are in place prior to full planning consent;
- make full noise insulation between the apartments and sports areas a condition of planning;
- make tenancy / sales conditional on preserving the use of the building for community and sports use for young people (ie complaints from future residents not be able to jeopardise its use).

6. As mentioned above, Redcliffe suffers from below average access to green space compared to the rest of Bristol. Any development in Redcliffe should make Redcliffe more green rather than less green. The proposed scheme would mean the loss of a number of mature trees. See images sent via email.

The development should increase green provision in Redcliffe - for example through the use of green walls, additional planting and proper landscaping. This may also help to improve the visual design quality of the scheme as well as its environmental quality.

7. The drawings are unscaled. All planning drawings should have a scale bar attached.

8. Fire escape Stair and lift cores are internal with no natural light or ventilation, and do not appear to terminate direct to outside air.

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9. Maximum travel distances from dead end apartments appear to be exceeded under fire escape conditions, corridors are narrow and airless with no natural light.
10. Apartments are single aspect (Except 6 per floor) with a face to face distance of 18m across the courtyard but internal corner apartments allow direct view into adjacent bedrooms.
11. The Main C shape block apartment drawings are all shown separately from the flats over hall drawings although they are adjacent to each other, so it is difficult to adequately see the relationship between the two.
12. Separation distances between the Existing Flats to Proctor House, Magdalane Court and Corinthian Court and the proposed main block are not explicitly stated on drawings. The distances between Broughton House and the sports hall are also not explicitly stated.
13. No detailed information is provided on the relationship between this building and the adjacent apartments on 4 sides, ie Proctor House, Magdalene Court Broughton House and Corinthian Court. With the CAD models available views should be provided from apartments at different levels on the adjacent sites to show the true impact on the existing residents.
14. Shading diagrams are required to show impact on adjacent developments.
15. Illustrations in D&A of reference buildings are not relevant to the reality of this 11 storey building, all illustrations relate to much smaller buildings. There should be clear illustrations of the impact of a giant building located at the back of footpath on adjacent 3 and 4 storey structures together with relationship studies with the existing adjacent apartment buildings.
16. Aerial shots fail to convey the dominance of this development over adjacent structures. In particular the dominant relationship on views towards St Mary Redcliff.
17. The elevational treatment could be that of a commercial office rather than a significant residential building, scale and proportion are not relevant to the location. And there has been no significant study of the proportions of buildings in the immediate locality.
18. In Urban design terms the site is ill conceived, in an area where linear blocks are the dominant form allowing pedestrian permeability and framed views, with green spaces which are publicly accessible. Inserting an open sided courtyard form of this scale would be alien. It restricts public access and through routes. It blocks views and dominates the skyline. Some discussion on public permeability and accessible routes through the site would have been helpful and was profoundly lacking from any of the public "consultation" exercises.
19. In pure design terms it would be sensible to step down from Proctor House the 10 storey block adjacent, to the lower apartments on Somerset Street, but bizarrely the building steps up in this direction which is counterintuitive.
20. In an area dominated by linear blocks running NW/SE surrounded by green space this development fills the available space with a building providing no publicly assessible amenity space.
21. A retail space is proposed without any justification of need or demand. What impact will this retail space have on the existing retail spaces on Redcliffe Hill and Prewitt Street?

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22. There are no accessibility M3 apartments indicated, it is a planning requirement to have a minimum number of M3 accessible apartments which need to have adjacent wheelchair access and disabled parking.
23. There are no internal communal spaces
24. There are no atrium or any life affirming spaces within the scheme.
25. Green spaces and terraces are private and will require maintenance.
26. Bin storage does not appear to comply with the Bristol Waste accessibility requirements.
27. Almost all apartments are single aspect, which is against Policy DM29
28. A significant area of the land is in Bristol City Council ownership and therefore public ownership. The scheme offers a very small proportion of social housing at 20%. The council policy for all sites is a minimum 40%. On publicly owned land this should be higher not lower. There are no significant additional or offsetting costs associated with this site to justify a reduced social housing number, so we cannot see how the reduced social housing contribution can be justified.

St Mary Redcliffe Church:

While St Mary Redcliffe Church recognises that the former Bell pub and Taviner's Buildings site needs development and recognises the pressing need for new housing in the city, it does not support this planning application for the following reasons:

The church is concerned about the design and scale of the building and its potential impact on views of St Mary Redcliffe Church. We raised this issue during a public consultation event, at which information about the impact of the development on some of the key views of the church seemed to be missing from the graphic displays presented for public view. We weren't convinced by the explanation we were given for this during the event and our concerns remain. We note that Bristol Civic Society is also, "not convinced that the development would not harm view into the site or views of St. Mary Redcliffe." We also refer to Historic England's detailed comments on the likely impact of the proposal on the church and its surrounds in its response to the planning application:

The proposed development utilises a vacant piece of land currently partially occupied by a derelict pub of probable 18th century origin. The proposed structure is a large building with a complex geometry and varied roofline. However, the scale of the building means that it will have a severe harmful impact upon the setting of St Mary Redcliffe. In views from Redcliffe Way the proposed building will be considerably in excess of the established building heights in the context of the church, rising above the height of its 14th century lady chapel in certain views, removing the ability of the viewer to experience its exceptional silhouette without encumbrance. A key view of the church spire from the Wells Road will be lost entirely; when travelling from the junction of the Bath and Wells Roads towards Temple Meads the spire of the church can be seen and appreciated, signposting the edge of the city.

The design of the building is a source of regret. The complexity of form puts it at odds with the geometric simplicity of existing large housing blocks at Redcliffe, and the assertive nature of its appearance presents a challenge to the Grade I listed church, which we firmly believe should retain

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its visual primacy in the townscape. This is not architecture that respects its surrounding context, and in this regard we suggest it fails the National policies of NPPF paragraph 58 on requiring good design.

However, fundamentally the proposed building is too big for the site. We recognise a building of some scale can be accommodated here, but it should not be visible above St Mary Redcliffe and not screen key views of its spire. We recommend the building is reduced in height significantly. Ideally the unlisted pub building should also be retained; although dilapidated its domestic scale is now an unusual feature in Redcliffe and it serves as a visual reminder of the area's prewar character.

The scale and mass of the proposed building means that it would be prominent in the wider townscape. There is clearly a negative impact on the character and appearance of the Redcliffe Conservation Area of which St Mary's forms the focal point, but there are also wider impacts on other conservation areas. The proposal would appear above the listed townhouses of Redcliffe Parade, part of the Redcliffe Conservation Area but visible from the City Docks and City & Queen Square Conservation Areas.

We concur with Historic England's view that local development "should not take place at the expense of disfiguring the setting of one of the defining buildings of Bristol," especially since this would be entirely at odds with policy BCAP40: Redcliffe Way in *Bristol Central Area Plan (2015)*, which lists a "significantly improved setting for St. Mary Redcliffe church" as a key objective for the area.

Apart from the likely negative impact of the development on views of the church and the character of the area, the church is also concerned about the likely negative impact of the development on the local community. The church is a member of Redcliffe Residents' Action Group and Neighbourhood Forum - a recent amalgamation of Redcliffe's two community groups, Redcliffe Neighbourhood Development Forum and Redcliffe Residents' Action Group - and has therefore been involved in a number of discussions with local residents about the development proposal. From our experience, there is great concern among local people about the impact on residences in the immediate vicinity of the proposed redevelopment. As Bristol Civic Society points out, the proposed new block would overshadow Magdalena Court to the northwest and Corinthian Court to the northeast, having a negative impact on those who live in the area. We are also concerned about the nature, rather than the amount, of engagement with the community leading up to the planning application. We noted the didactic rather than collaborative quality of this engagement and the fact that pertinent questions about the nature of the development appeared to be unwelcome. Consequently, we do not feel that the views of current residents have been taken into account and are concerned that some of the community-facing elements of the proposal do not fully reflect local need.

The church recognises that there is a pressing need for new homes in Bristol but is concerned that the development does not answer local housing needs. The affordable housing component of 20% is far from adequate in what one of the city's most deprived communities. We feel that the affordable dwellings should comprise at least the 40% that was, until recently, the city's target for residential developments in the city centre.

Apart from the issue of affordability we also feel that the developers have ignored local housing need by proposing a stock of one and two-bedroom flats in a ward in which 77% of the housing

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stock is one or two bed units. This is inconsistent with Policy BCAP3, which recognises the need for more family accommodation in this area of the city.

The main points of objection expressed by the public were as follows:

Highway Issues: The development would create demand for parking and would generate traffic, increasing congestion. Providing virtually no parking is unrealistic. This will lead to nuisance parking and parking overspill into the surrounding areas. No consideration has been given to the need for loading spaces to accommodate deliveries, just one loading space on Somerset Street is wholly inadequate.

Design: The building would be too large for its setting and of an inappropriate design.

Impact on Amenity: The building would overshadow neighbouring buildings and appear overbearing and menacing.

The building would harm views of St Mary Redcliffe Church.

The proposals do not include an adequate provision of affordable housing.

Loss of the basketball court: This is well used by local children and young people and should remain.

The community hall: No clear information has been provided on how this would be operated and managed in a sustainable way. There is concern that it would compete with the local community facility 'Faithspace' and would not be affordable to local people

The development would result in the unacceptable loss of mature trees and would harm the natural environment.

The historic public house 'The Bell' should be retained.

Other comments made were as follows:

No wind tunnelling had been done to assess what impact the new building would have.

There was no information on the provision of new services (GPs, dentists etc.)

There was no requirement for the new store.

The affordable housing units should not be segregated.

The proposed density of accommodation was too high (contrary to the Council's 'Urban Living' SPD)

The main building should be higher to provide more housing.

The two comments received in support of the proposals were from 'Shine', an organisation who provide multi-sports training and activities for schools across the south west. They commented that the approach to invest in a sports focused community facility was welcomed, and that they had been approached to run the facility. They also added that utilising this brownfield city site with new homes and much needed affordable housing was welcomed.

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CONSULTEES:

INTERNAL:

City Design Group:

Summary:

The proposed development located at a corner-site on Prewett Street and Somerset Street raises several serious urban design concerns. The over-intensity of the scheme fails to comply with Bristol City Council's policies. As the scheme does not achieve expected high standards of urban design, City Design Group (CDG) strongly objects to the proposed scheme.

We are required to place "great weight" on the conservation of all heritage assets and their setting: the more important the asset the greater the degree of care to protect its special interest and significance. Under the National Planning Policy Framework (NPPF) harm to the significance of heritage assets, such as Listed buildings and their setting, is the fundamental basis for assessing the appropriateness of new development where it impacts historic assets. The NPPF allows for harm to be offset by public benefits in certain circumstances. The applicants have made an inadequate or inaccurate assessment of the impact on those assets, and there is no identification of what proposed public benefits are intended to offset harm.

NPPF states that "As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification" and the current proposals lack adequate definition of what public benefits might be considered to outweigh that harm. In this instance the degree of harm posed to a national monument of the calibre of St Mary Redcliffe is not considered to be outweighed by public benefits. The negative impact on other Listed buildings, Conservation Areas, and non-designated heritage assets remains unjustified, and the overall urban design of the proposals is recognised by Urban Design Officers as poor. In failing to comply with National and Local policies designed to protect the historic environment the application should not be supported by this Local Authority.

Urban Design:

Assessed against Bristol Local Plan's Site Allocations and Development Management Policies (July 2014), detailed comments are as follows:

Local Character and Distinctiveness

The current proposal fails to respond appropriately to its context. General principles established under Policy DM26 are not followed, particularly with regard to vi. Responding appropriately to the height, scale, massing, shape, form and proportion of existing building, building lines and set-backs from the street, skylines and roofscapes. Although comprehensive sections and contextual elevations have not been submitted with the application, drawings such as Proposed Site Plan and visualisations from the Design and Access Statement (page 20) demonstrate to what extent this scheme sits uncomfortably alongside its neighbours. No consideration has been given to the impact on the mainly 3 to 4 storey-height residential buildings opposite the site on Prewett Street and on Somerset Street, Magdalena Court and Corinthian Court respectively.

[In response the applicant has commented that building up to the street edge was supported by the Bristol Urban Design Forum, and that the massing does respond to the scale of the post war blocks.

In a supplementary response to this, the City Design Group (CDG) comment that the scale and massing exceeds the post-war blocks and is sited in an inappropriately prominent location on the highest point on the ridge overlooking the historic St Mary Redcliffe church.]

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The Cumulative Verified Visual Montage 12b (LVIA), makes evident the total disregard the proposed scheme has to the design of the wider Redcliffe Estate, with its carefully considered plots, building scale and viewing corridors towards St Mary Redcliffe Church. The scheme fails to address the pre-application advice relating to the nature and intensity of the proposal, and the promotion of a high quality, high density, medium-rise development in order to address more appropriately Policy DM26 iv. Retaining, enhancing and creating important views into, out of and through the site.

Policy DM27: Layout and Form

The red line boundary provides a 0.58-hectare corner site and suggests almost 150m of frontage equally shared between Prewett Street and Somerset Street. However the area includes the existing children's playground and the community gardens, which are not developable. The scheme locates the new development on two areas which add up to approximately 0.25 hectares: the derelict buildings and car garages areas at the corner to the north; and the informal basketball area between Proctor and Broughton Houses to the south. On the corner, the proposal is for a thirteen-storey building with a 40m x 54m footprint; and to the south, set-back a second building with a 26m x 35m footprint incorporating 5 storeys of residential above a large sports hall structure.

[In response, the applicant comments that the density/site area rationale was set out in the pre application and not commented on by the City Design Group. Comment is also made that the playground / community garden area forms part of the site and contributes towards the amenity of the development.]

The CDG comment in response that it was made categorically clear at a pre application meeting that the intensity of the development was unsupportable, and that the scale of development should be no more than 6 storeys (this was minuted). The proposed building would reduce the existing open green recreation space by building over significant portions of it.]

Policy DM27 policy, 2.27.4 reads: It is expected that most new development will be configured as perimeter blocks with coherent and consistent building lines unless the local context or site constraints dictate otherwise...

The local context and site's constraints haven't been adequately considered in the design of the proposed block form. For instance, the proposals require the removal of 17 of the 23 trees in the site; 6 of them are category 'B'. Many of these trees, particularly those at the northern corner of the site, are important in contributing to the character of the well-planted green parkland setting of the Redcliffe Estate, especially when viewed from Prewett Street and along Somerset Street. Additionally, the risk of losing further 2 trees of significant size, due to the close proximity of the proposed community building to the south and the residential block to the north should be considered.

The non-designated heritage asset represented by the Eighteenth Century Bell public house is a rare fragment of the historic fabric of the Redcliffe area, and there is a potential to recognise this in some form within the design. Preserving and revealing its special interest should have informed the design of the northern block as an appropriate response to Policy DM27. This omission, without adequate justification, is regrettable. Likewise, the current siting of Proctor and Broughton Houses and their setting within the mature landscape should have informed the design of the southern block. As submitted, the shape and geometry of this block and its plot is inconsiderate to its context. As proposed, rather than becoming a welcoming addition to the established built form of the blocks

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and the open space between them, it adversely impacts on existing views and interrupts of the flow of established routes, awkwardly positioned without any evident intention of integration.

[In response, the applicant comments that retention of the Bell pub would make the scheme unviable. The existing space around the post war blocks largely lacks natural surveillance (perhaps evidenced by the introduction of fencing around Broughton House). The proposed buildings will frame and overlook outdoor spaces making them safer and encourage increased useage.]

The CDG comment in response that viability is not a relevant planning issue unless it relates to the provision of affordable housing. There has been no demonstration of the necessity to demolish the pub to realise the redevelopment of the area.

The post-war blocks directly overlook this area from the west and south. The degree of overlooking now proposed impacts on the amenity of existing residential properties.]

Streets and Spaces:

It is acknowledged that a corner-site would offer a great opportunity for additional development in this location. However, the design approach of the proposal in relation to the streets and existing routes and spaces, is questioned. The northern block is, fundamentally, an oversized single building that fails to respond to the urban grain of the surroundings, ignoring both the existence of the staggered building line on Prewett Street and the importance of the existing trees at the corner.

[In response the applicant comments that the current building lines along Prewett Street are fragmented and disjointed, creating a lack of cohesion to the streetscape. Building up to the edge of the site on Prewett and Somerset Street would reinforce the street pattern.]

The CDG comment in response that the Redcliffe estate is not designed to create streets. It is a weak argument to suggest the reinforcement of traditional street patterns where they are not characteristic of the area.]

The relationship of the building with Prewett Street and Somerset Street does not offer a positive interface to either frontage. Facing Somerset Street, the retail space façade would deliver very limited activity to the public realm. Whilst onto Prewett Street, more than 60% of the 54m-length façade is, effectively, a blank wall at pedestrian level as the apartments are raised up 1.5m above the street.

[In response the applicant comments that activity to the frontage will be promoted by people using the entrance points to the residential and retail elements, in addition to the use of balcony spaces above.]

Floor levels are raised above pavement level to protect resident's amenity whilst still retaining a visual and physical connection between inside and out on the ground storey.

The CDG comment in response that activity to the ground level of the development is supported, but is not dependant on the scale, design, or intensity of development. Elevations away from the street will lack active frontages and have the potential to increase antisocial behaviour in the surrounding areas.]

Similarly, to the existing east-west pedestrian route from Proctor House to Somerset Street; and to the north-south pedestrian route parallel to the children's playground, the proposal doesn't offer an active or engaging frontage. Given the height of the ground floor windows the proposed scheme

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effectively results in an extended blank facade along these two routes. This is considered unacceptable in design terms. The proposed residential block should better respond to the site providing an attractive pedestrian environment to new and existing residents.

[In response, the applicant comments that overlooking from properties along these routes will greatly increase the safety of those using them. In addition, the gym at the lower ground floor, and the main community space both directly look into the enhanced community garden space.]

The CDG comment in response that existing blocks surrounding the site all overlook the streets and open areas. There is no evidence that the proposed development will add to the security of the area, and there are several areas where the building's planform and design may increase the potential for poorly surveyed spaces.]

The community building fails to achieve adequate activity and interest at ground floor level. The large sports hall on the ground floor, by its nature, establishes a largely blank elevation; however, the discreet and almost 'obscured' entrances to the hall itself and to the residential block above it are understated.

[In response, the applicant comments that the scale/nature of the treatment of the community building façade and entrance is felt to be completely appropriate for a building of this typology.]

The CDG comment in response that the design and treatment is poor, uninspiring, and fails to enhance the local distinctiveness of the area or the city. The applicant might conclude that the sports hall typology, and its architectural treatment, is not appropriate in this location if its design cannot improve the character and visual amenity of it.]

Height, Scale and Massing

Policy DM27 states: The height, scale and massing of the proposed development should be appropriate to the immediate context, site constraints, character of adjoining streets and spaces, the setting, importance of the proposed development and the location within the townscape. For this proposal, it is considered the height, scale and massing is inappropriate for the following reasons:

With regard to the northern block, the scale of the building at ten to thirteen-storeys along Prewett Street; plus nine to thirteen storey along Somerset Street; would create a negative environmental impact when overbearing and overshadowing the neighbouring residential blocks (see pages 16 and 19 of the Daylighting/Sunlighting Assessment report for Magdalena and Corinthian Courts respectively).

[In response the applicant comments that the proposed main residential building has a similar massing to post war blocks and is set out with similar building face to building face distances.]

The CDG comment in response that this is incorrect; the post-war buildings are narrow slab blocks designed not to impact on key views of St Mary Redcliffe. The proposed structure is a deep, wide, tall tower that sits immediately across one of the viewing corridors that the original designers sought to celebrate. The post-war buildings have much more generous distances between tall blocks or are sited to remove direct views between flats.]

Locating the proposed building on the highest part of the Redcliffe ridge exacerbates the scale of the building and increases the adverse impact on a number of key views, particularly with regard to its relationship with St Mary Redcliffe Church.

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[In response the applicant comments that the highest part of the massing coincides with the corner of the block and entrance point, which is a conventional and well established arrangement and relationship.]

The CDG comment in response that the increase in height over the corner of the site exasperates the poor relationship with the Grade I Listed building. This coincides with the topographical highpoint of the Redcliffe ridge making the impact of the building height far greater than any of the surrounding blocks. This is a poorly considered location for a tall building. The applicant has provided no further evidence to convince us on these points.]

The quality and amenity value of the proposed raised courtyard should be further considered. Although the south facing 'U' shape form of the building footprint would allow sunlight to penetrate the space, the proportions of the space to the scale of the building raise design concerns particularly with the potential for an adverse micro-climate.

The degree of enclosure that would be created between the northern and southern blocks along the public pedestrian street, at just 5m wide, is not considered acceptable. The outlook of apartments on upper ground floor and first floor at this southern corner will be severely compromised. In fact, all the flats at the end of the south west wing will be affected by both the massing of the large sports hall and the residential block on the top of it, due to its height and proximity.

[In response, the applicant comments that all the proposed apartments meet daylight/sunlight amenity requirements, and apartments to that area of the main building are dual aspect and so are not limited in their outlook.]

The CDG comment in response that the comment made concerns outlook and amenity, not adequacy of daylight. The relationship between units in the proposed blocks is poor.]

Design of New Buildings:

The proposal departs from what is established within Policy DM29: New residential development should provide dual aspect where possible, particularly where one of the aspects is north-facing. Due to the depth of the proposed footprint and its shape, 74% of the proposed apartments, 130 out of the total 174 on the northern residential building are single aspect. This is unacceptable in design terms and raises significant concerns with the approach that has been taken. Furthermore, the internal layout and circulation are also compromised, with only one entrance and little opportunity to achieve natural light or ventilation within the proposed cores and circulation areas.

[In response the applicant comments that natural daylight is introduced to the cores at a number of levels by means of glazed doors and into roof terrace areas. Whilst there is one entrance (on the focal corner junction of Prewett / Somerset Street) the building has two internal cores and as such each core effectively serves a limited number of 6-7 apartments.]

With the extensive glazing to façade treatment the apartments will be well served with daylight levels, plus significant balcony/terrace provision.]

The CDG comment in response that the applicant's comment fails to understand the benefit of dual-aspect units and assumes it relates to the quantity and quality of light. Cross-ventilation and liability are neglected in the applicant's response. This point also ignores the highly damaging impact on existing homes around the proposed site.]

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The reasoning expressed in the description of the elevational treatment in the Design and Access Statement, pages 21 and 22, does not justify the design approach: the northern block is a bulky building that inappropriately sits at this corner. The attempts to reduce the visual scale of the building through the application of vertical and horizontal splits or the use of a variety of material treatments do little to alleviate the scale and negative impact of this proposal.

[In response the applicant comments that this is a very subjective comment, and that the building composition has 'base, middle and top' elements with a clear architectural rhythm, which establishes a relationship with the framed nature of post war blocks.

The CDG comment in response that design considerations cannot be limited to creating a “base, middle, and top” of a building; providing a building with these elements does not automatically qualify as an adequate or appropriate design solution. The erratically stacked massing and arbitrarily scattered balconies on the principal facades create a chaotic appearance without the “clear architectural rhythm” suggested. These do little to break-up the monolithic scale and massing of the main building.]

The way in which the proposed corner block relates to the ground floor and the skyline is challenging within this context. The over-sailing towards the corner along Prewett Street, which on a closer revision of the floor plans, overhangs the entire public pavement is unjustified. On the upper floors, the random stepping down of the form does not result in a well-thought and elegant sculptural design which the prominence of the building would demand.

[In response, the applicant comments that the design does create a visually interesting junction at ground floor level and a connection to roof level via the vertical form of balcony structures.

The CDG comment in response that this is subjective and they consider the design remains poor.]

Density:

It is acknowledged that density is only a measure. It is a product of design, not a determinant of it. However, it is important to consider the area on which this proposal is developed. When considering the real 0.25Ha developable area at this corner site rather than the 0.58Ha shown within the red line boundary, the resulting density is of 784 dwellings per hectare. The scheme therefore results in an overly high density figure compared with the surrounding neighbourhood (72dph). This type of development intensity brings into question the quality of the offer, especially in its physical, social and economic context.

[In response, the applicant comments that the density/site area rationale was set out in the pre application and not commented on by the City Design Group. Comment is also made that the playground / community garden area forms part of the site and contributes towards the amenity of the development.

The CDG comment in response that serious concern was raised at pre application stage over the scale and density of the proposals.]

Whilst there is some scope to increase density on this site any proposal will need to demonstrate excellent urban design quality and outstanding architecture in response to a highly sustainable location. As demonstrated in the comments above, the scheme has not risen to this challenge.

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Summary:

The submitted application does not comply with the Core Strategy Policy BCS21 or with the design considerations established in the Development Management Policies.

The intensity of the development is excessive resulting in the height, scale and bulk of both blocks having an adverse impact on its local context

Conservation:

The Conservation comments are included within Key Issue E.

Landscape Design:

As a result of the issues raised by the Urban Design Officer in relation to street layout and scale the scope within the public realm for landscape proposals to provide mitigation of adverse impacts along Prewett Street, Redcliffe Meads Lane and Somerset Street are limited. The proposals for incorporating small trees in planters will not compensate for loss of mature trees on the Prewett Street/Somerset Street boundaries and will do little to soften the scale of development in these views. The prevalence of mature trees within the public realm is a feature of this area and this aspect of the design illustrates a poor response to the site context. The loss of mature trees across the site raises issues of the adequacy of proposals to satisfy the requirements of the Bristol Tree Replacement Standard. Within the context of the comments above the objection to development raised by the Arboriculture consultant (Planning) are supported (see below).

The proposal to address the design of both the Community Garden and Children's Play area in association with input from local residents is welcome, but there is little information supplied within the submitted landscape strategy with regard to how this will be achieved or timescale for resolution. These aspects of scheme approval and implementation could be subject to condition requiring their submission prior to commencement of the development on site.

With regard to the courtyard and communal space proposals the comments made by the Wildlife Conservation Officer are supported; the proposals rely too much on the use of artificial grass surfaces and a far richer environment, both in terms of visual and wildlife benefit, could be achieved using green roof techniques. Further, and again as stated by the Wildlife Conservation Officer, images provided for the appearance of the development from street level are potentially misleading; such verdant growth will not be achieved and maintained at such an elevation without significant topsoil provision and intense maintenance – issues of cost, sustainability and climate cast doubt on such growth being achievable.

To conclude, the limitations of the landscape proposals arise from issues identified in areas of the concept and are detailed above. The advice contained within the combined CDG comments to refuse the application is therefore supported here.

Ecology

Only an ecological summary document appears to have been submitted. As advised for the pre-application 17/04925/PREAPP the full Preliminary Ecological Appraisal ecological survey report should have been submitted.

The Ecology Survey dated August 2017, which was carried out in July 2017, recommends that further bat surveys are undertaken. These further bat surveys do not seem to have been

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submitted. In accordance with central government guidance, and as advised for the pre-application 17/04925/PREAPP these bat surveys should be undertaken prior to the determination of a planning application and not conditioned.

Accordingly objections are raised to this planning application.

Further comments are submitted detailing recommended conditions in the event of the application being consented.

Tree Officer Comments:

Following review of the arboricultural report prepared by Andrew Day Arboricultural Consultancy and other supplied information in support of this application the following comments are made:

The proposals require the removal of 17 of the 23 trees on the site 6 of which are categorised as B using the BS5837 cascade chart for tree quality assessment. They also appear to be BCC assets. Of the 6 trees proposed for retention there are 2 of a significant size and they will require significant pruning due to the close proximity of the proposals and will likely require removal in the long term as a result of the proposals.

The collective loss of these trees will have a significant impact on, and will be to the significant detriment of, the visual amenity of the area.

Core Strategy policy BCS9 requires an appropriate type and amount of new or enhanced green infrastructure to be incorporated into new development. DM15 requires that the provision of additional and/or improved management of existing trees will be expected as part of the landscape treatment of new development. DM17 requires that all new development should integrate important existing trees. DM17 also requires that where tree loss or damage is essential to allow for appropriate development, replacement trees of an appropriate species should be provided, in accordance with the tree compensation standard. There are no such Bristol Tree Replacement Standard calculations presented within the report or any detailed tree planting proposals.

In summary I am opposed to the proposals on the grounds of excessive tree loss and insufficient supporting arboricultural information, and due to the lack of BTRS calculations and the lack of any detailed tree planting proposals.

Transport Development Management:

The application is unacceptable in its current form for the following reasons:

- The proposal worsens passenger transport facilities through the removal of a bus stop contrary to policies NPPF part 4, BCS10 and 13, DM23
- The application fails to demonstrate effective waste collection facilities contrary to BCS10 and 15 and DM23 and 32
- The proposals for cycle parking provision are inadequate contrary to NPPF part 4, BCS10 and 13, and DM23
- No additional car club provision is provided contrary to NPPF part 4, BCS10 and DM23
- The proposal has failed to demonstrate adequate loading and servicing facilities contrary to policies DM23 and BCS10

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· The proposed planting and buildouts shown in the highway create obstruction, create an excessive highway maintenance burden, do not create an acceptable public realm and are considered unsafe contrary to policy NPPF part 4, BCS10 and DM23 and DM27

Principle

The proposal is for the following:

- 196 dwellings - 1 bed (102) and 2-bed (94)
- 346 m2 retail
- Community building, gardening space and play area

The principle of residential use is acceptable.

Local Conditions

The site is located on a strategic pedestrian link between Redcliffe Hill major transport corridor, and Temple Meads Station and the Temple Quarter Enterprise Zone (TQEZ). It is comparatively well provided for by passenger transport facilities and employment, and nearby services and facilities. It is within the Redcliffe Residents Parking Scheme.

A bus stop serving the 506 service, the only route penetrating this part of Redcliffe, is sited on Somerset Street adjacent to the site. This serves this route in both directions and runs between Totterdown and Broadmead.

A number of accidents have been recorded in the wider vicinity of the site, but it is unlikely that the proposals will directly impact on any existing conditions.

Trip Generation

No trip rates have been submitted within the Transport Statement, as the development is proposed to be car-free.

A quick analysis of TRICS database would indicate that there would be over 1000 people movements per 12 hour day associated with the site.

The applicants have made assumptions from census data to estimate that 63% of journeys to work would be on foot, and an additional 4% by bicycle. Other commuters would be travelling by public transport or car sharing. This means that all commuters would be using the footways directly outside the building to make their journeys.

Further to this, the journey to work census data does not include those who are not in employment. In his catchment, this accounts for 40% of the occupants, many of whom will be reliant on walking, cycling and public transport.

It is therefore essential to ensure that there is an adequate provision for pedestrians and accessibility to passenger transport infrastructure and cycle routes.

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Impact

There is likely to be little impact on traffic arising from a car-free development, in terms of congestion and vehicular trip generation. However, the applicants have not adequately addressed the impact on the future residents of this site in terms of walking and cycling.

The footways proposed around the frontage of the site in Prewett Street have been widened to accommodate additional pedestrian movements. There is a pinchpoint to the frontage where the proposed buildout and planter are proposed. This should be removed.

Access / Visibility

No vehicular access is proposed. Pedestrian access to the main residential block is from Prewett Street, and an additional footpath from Prewett Street and Somerset Street provides for access to the community building and additional dwellings. It is essential that this footway is wide, well overlooked and appropriately lit for safe and convenient pedestrian access. The footways to the rear of the site and the community building / residential development have little natural surveillance at ground level and would be likely to be intimidating to walk along.

The retail unit fronts Somerset Street. It is proposed that all deliveries approach from Clarence Road, although this cannot be controlled.

Layout

Prewett Street

The removal of the building line created by the former pub is welcomed on transport grounds, as this opens up the area for a direct and well surveilled pedestrian route.

The widening of the footways to allow for increased pedestrian movement is welcomed. Widths are well over the minimum effective width around the frontages (varying between 2.5m and 3m) which will allow for the increase in pedestrian movements. Ideally 3m would be provided around each frontage.

The historic road alignment has been maintained. There is no requirement for this. This serves no purpose and is not favoured by the Highway Authority.

There is a proposal to install planted areas to the frontages to delineate the layby and another planter along the frontage on Prewett Street which narrows the footway unacceptably. No maintenance regime or commuted sum is identified or agreed for these and this cannot be accepted without such agreement.

The planter in Prewett Street and the associated buildout is not deemed necessary. The buildout merely serves to make it more difficult to access the parking bays to the frontage and removes potential loading space to the frontage. Ideally the kerbline would be straightened, a continuous 3m footway provided with disabled parking, loading and car club spaces provided. To reduce traffic speeds a series of speed tables or similar would be introduced in Prewett Street to reflect a change in environment and provide an improved public realm befitting a development this size.

The proposed layout is inadequate in its current form and does not provide a satisfactory public realm to provide for pedestrians or servicing requirements.

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Somerset Street

A layby for the retail unit in Somerset Street is shown. It is proposed that this is accessed from Clange Road only, but there is no means by which this activity could be controlled.

The back edge of the footway line should continue in line with the back edge of the footway to the south of the site in Somerset Street to allow for adequate pedestrian facilities for a development of this size.

Any balconies overhanging the highway would be subject to a highway licence agreement.

The existing bus stop would need to be retained and upgraded to include raised kerb and capacity for RTI. Any works on the public highway and highway to be offered for adoption would be secured by a Grampian condition and subsequent s278 agreement. Further to this a contribution to install a shelter for the bus stop would be sought.

Any areas for adoption which are not yet adopted highway will need to be shown on a plan.

A contribution for a Traffic Regulation Order will be required to make amendments to waiting restrictions – £5395 would be secured under the s278 agreement.

Car parking

No parking provision has been made other than an on-street parking bay for a disabled resident.

There is some concern expressed by local residents about the lack of parking provision, and impact on on-street spaces.

The Local Plan outlines maximum parking standards, and developments which fall under this maximum standard are not considered unacceptable, if it can be demonstrated that there will be no safety concerns associated with inadequate parking provision.

The site is within the Redcliffe Area Residents Parking Scheme. The surrounding parking bays are short stay pay and display or permit holders only during the day. This development would not be eligible for parking permits. Parking outside of the bays is prohibited and can be enforced. Therefore any parking on-street can be effectively controlled to reduce issues about safety.

The loss of the vehicular access onto Somerset Street will allow some replacement parking to be provided to mitigate the loss of parking associated with the proposed loading bay.

The site is very sustainably located and it would be possible to live in this area without a car. Furthermore, the intensive development in the Temple Quarter Area and current congestion would not lend itself to additional traffic arising from housing development.

As this is a car free development, residents of this development would not be eligible for parking permits and as such would not be able to take advantage of any on-street long stay parking.

However, there will be a potential impact on parking in the evenings, as residents without permits use the parking bays unrestricted. This will be an inconvenience to existing residents who currently use this parking. There is an opportunity to review and revise parking provision in the surrounding area, but this has not been fully addressed by the applicants.

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Car Club

The existing car club space has been retained and repositioned.

An additional car club car and space would be expected to be provided by a development of such a size, and free membership provided for the residents of the development. This would allow the existing residents to make use of the existing car club, and the future residents to have additional facilities, on which they would be highly reliant. The provision would be expected to be the subject of a condition, and the applicants should be aware that securing a car club car would be at their cost.

Currently the lack of provision of such a facility is unacceptable.

Cycle Parking

The applicants have proposed 288 spaces for residents and 32 spaces for visitors. Cycle parking would be accessed separately from the main residents' access. Visitors' cycle parking is accessed separately in a different storage area. A further 6 spaces are proposed outside the retail unit on a buildout.

The cycle parking proposed is all two tier stacking units. Bristol City Council's cycle parking guidance for developers requires all cycle parking to be Sheffield type stands as these are the simplest and most accessible cycle parking available. Two tier units are not suitable for smaller bicycles, or those with equipment such as child seats, panniers etc and can be difficult and cumbersome to operate.

However, it is acknowledged that in large developments, the number of cycle parking spaces required within the Local Plan can be very space hungry. Therefore, since the adoption of the latest minimum cycle parking standards, on all previous developments in the City Centre it has been allowable to provide an accessible space for each unit, with the shortfall made up of good quality two tier stacking units. Therefore there should be 196 accessible (Sheffield type stands) with the remaining spaces required provided as two tier units. The current arrangements are unsatisfactory and would not be permitted.

Loading

The proposed loading bay in Somerset Street displaces the existing bus stop. An alternative provision has not been made. This is unacceptable. The bus stop provision should be retained /relocated as outlined above, and enhanced to a suitable standard.

Additional loading facilities should be provided for the residential use. As a car-free scheme, residents will be much more reliant on deliveries. The lack of appropriate loading would result in parking inappropriately on footways or causing obstruction. Further provision within Prewett Street will be required.

No loading facilities have been demonstrated for the community use. This should be clarified.

Refuse collection and storage

Refuse will be stored within a central refuse storage area. Refuse is proposed to be collected from Somerset Street using the same loading bay as the retail unit.

The collection point from Somerset Street is too far away from this area to allow for collection.

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This will not only result in refuse containers being left on the highway after collection, but will also mean that the servicing bay in Somerset Street will be in use for lengthy time as refuse operatives have to travel to and from the area for collection. The result will be obstruction of the footpaths as refuse containers are presented for collection. This is not an acceptable arrangement for such a high quantity of refuse containers.

The refuse storage for the community building and accommodation is much too far for collection from the highway and is not acceptable, for the same reasons as above.

Refuse storage and collection must be resolved prior to any determination.

Further to this, a Servicing Management Plan would be expected to indicate hours for refuse collection, deliveries, and loading facilities for the residential use. Whilst the final plan could be secured fully by a condition, an indicative arrangement should be provided to ensure that adequate physical provision can be made prior to any approval. The current arrangements are unacceptable

Travel Planning

The Travel Plan is not in line with the Council's required template. It has been forwarded to the Travel Plan officer for comment.

Construction Management

A construction management plan would be secured by a condition on any approval and would be expected to cover highway network management issues thoroughly, particularly with regard to times of construction / deliveries.

Community Officer Comments:

Comments are restricted to the principle of providing new community facilities in this location.

Need for new community facilities:

I'm not aware of an acute need for more facilities to meet the needs of the local community. That is not to say that the local community would not like more/better/newer facilities. The area currently has some facilities, but the majority of these are relatively small and spread over several sites within the wider Redcliffe area. Generally speaking, the community facilities proposed in this application would be well in excess of the scale of facilities expected to serve the needs of the local community.

Demand for new community facilities:

I'm not aware of any major demand from local residents, but Prewett Street's central location means that there would very likely be a high demand for affordable community and/or community sports facilities from people who live outside the local area. The central location will simply drive demand, with people/organisations attracted to it because it is easy to get to. I cannot comment on the demand for sports facilities in this part of Bristol and would suggest that colleagues in Health/Sports are consulted on this aspect of the proposed scheme.

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Deprivation:

This part of Bristol still has relatively high levels of multiple deprivation. The area is densely populated and contains a large number of flats, whose occupants don't have much space and often rely on external community facilities to a greater degree than residents in houses with gardens or in lower density areas. This is one of the reasons why many of the BCC-owned blocks of flats were constructed with communal facilities, eg laundry rooms, communal gardens, common rooms, community halls, etc. Some of these existing facilities have been closed or changed into another use over the years, rather than preserved to provide 'community space' for nearby residents.

Continued use:

The main issue for me would be how the 'community use' of such a new facility could be safeguarded in perpetuity. For the facilities to be meaningful to the local community, they would need to be easy to book/hire, available at an affordable rent (comparable to other facilities in the area), fully accessible to disabled people, and managed by an organisation that is either a community organisation, or that fully understands how a true community organisation should function, in order to respond to changing, local needs. Many paid-for activities in community centres, eg yoga/fitness/sports classes, child care facilities, 'slimming world' type services, etc. are able to pay much higher hire fees than general, local community activities. Their access to affordable, centrally-located facilities is likely to price local activities out of the market, which would disadvantage the local community. To safeguard against this, I would recommend that the lettings policy for the new facilities makes special provision for local hirers/activities to ensure that the local community will always have access to the new facilities, for example, through priority booking.

Impact on existing, nearby community facilities:

Sometimes, 'more' can amount to 'less'. There is a risk that a large, new community facility could adversely affect the viability of existing facilities in the Redcliffe area. This would be especially true if the new facilities were offered at a low rent initially, in order to attract new users. If the owner of the new facilities could sustain low-cost lettings for an initial period, community facilities operated by other organisations could lose users and could easily close down - most community-based organisations barely make ends meet and would be unable to continue to operate if many of its users were attracted to new, cheaper facilities nearby. Communities would be severely impacted if prices at the new facilities were then increased after the initial period, after other facilities nearby had closed down.

Summary:

Additional community facilities in Bristol would normally be welcome, but the offer in this particular case seems unusual in its scale. It is extremely rare for new community facilities to be created in the current economic climate. I cannot help but question the unexpected and unusual nature of the proposed facilities and wonder if a smaller amount of space might suffice. Perhaps the local community would be better served by a larger amount of social housing and a smaller amount of 'community use'?

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Sports Development Team:

What sports would the new sports / community building be able to accommodate? For example, is the ceiling height suitable for badminton? What facilities are proposed inside it? A gym? A multi-purpose space? What type of floor etc.? Without this information we cannot comment whether the new facility is an improvement on the existing basketball “court” or not.

As a facility, it is somewhere between a MUGA and an informal play space. It is not included in the Council’s Sports and Active Recreation Strategy, but Sport England would still deem it a sports facility and expect the proposal to meet the criteria set out below.

These informal areas (the basketball court area) are a consideration under para 74 of the NPPF:

Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

Para 74 is consistent with Sport England policy:

Sport England therefore considers that the proposal conflicts with our national policy on the loss of sports facilities. Should redevelopment be unavoidable, an equivalent (or better) replacement facility should be provided in a suitable location.

We have no information on how much the basketball court is currently used, therefore demand would be best estimated on population density. In general, due to the central location, there is a high population (that would increase with this proposed development). Supply of sports facilities in this area is dominated by St Mary Redcliffe School. In terms of outdoor provision on site they have two tennis courts and a small 3G pitch. They also have a sports hall and a swimming pool.

The issue is with accessibility of these facilities for / by the immediate local community. We do not monitor this and might need to ask the school for comment. If the school do not allow a good level of community use then there is an issue with facility provision in the immediate area.

To comment further requires more specific information on the proposed community facility.

Sustainable City Team:

Key Policies:

BCS13: Climate Change:

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All new development should be designed with the future climate in mind through climate change mitigation & adaptation techniques.

Mitigation

The proposals include good energy efficiency, connection to the heat network and solar PV, which is supported. Further information is required before the CO2 savings can be verified (see comments below under BCS14)

The proposals include a good level of cycle parking both for residents and visitors and users of the community facilities, which is supported.

The proposal for the development to be car-free is supported, as is the proposal to include a car-club bay within the development.

Adaptation

BCS13 requires development to include site layouts and approaches to design and construction which provide resilience to climate change.

Overheating ...

Surface water run-off

The proposal that pre-development run-off rates will not be exceeded is supported.

Green infrastructure

The proposal for green roofs is supported.

BCS 14: Sustainable energy:

Calculations

It is not clear that the calculations have been carried out in accordance with the planning policy as a number of conflicting statements appear to be included in the energy statement.

Heating systems

The development will connect into the district heat system in accordance with the BCS14 heat hierarchy.

Renewable Energy

As noted above, it is unclear whether sufficient PV has been provided to meet the 20% policy requirement.

BCS 15: Sustainable Construction:

The sustainability statement sets out an appropriate approach to waste & recycling, water use, materials specification and green infrastructure.

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Flexibility and adaptability

It's not currently clear how the proposals address the policy requirement for the development to be flexible and adaptable to future changes in use.

BREEAM

As a super major development in the central area, this development is required to achieve a BREEAM communities 'excellent' rating. A BREEAM communities pre-assessment has been submitted identifying that this should be possible.

Pollution Control Team

I've had a look at the application and the acoustic report submitted with it and would comment as follows:

The acoustic report deals mainly with the existing noise climate at the site and how the residential part of the development will be suitably insulated against noise. I would confirm that I am happy with the reports approach and recommendations.

The report mentions noise from the commercial and communal parts of the development and noise from plant rooms but says that it will be ensured during the design process that it will be suitably mitigated. I would therefore need to see conditions to provide further information regarding this mitigation and control over commercial activities. I would also ask for a Construction Management Plan with regards to the potential for noise and other nuisance from demolition and construction activities at the site.

Flood Risk Team:

The drainage strategy submitted is suitable in principle, however, more information regarding the proposed attenuation is required. This can be obtained by imposing a condition.

Land Contamination:

The accompanying desk study prepared by Hydrock identifies a number of areas of potential concerns that will need intrusive Phase 2 investigation. Geo-technically it will be important to establish whether or not any voids are present beneath the site in the Redcliffe sandstone.

The desk study also includes a basic assessment for unexploded ordnance and identifies this site as being high risk, therefore prior to any demolition, intrusive investigation and commencement of development a minimum of a further risk assessment is required.

Conditions are recommended to cover these matters.

Air Quality

There are no air quality related concerns associated with this development proposal. During the demolition and construction phases there is a potential for issue related to dust arise. As a result,

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there will be a requirement for a dust management/CEMP plan to be conditioned in order to ensure that these impacts are mitigated in line with Institute of Air Quality Management Guidance on the Assessment of Dust from Demolition and Construction (Institute of Air Quality Management (IAQM)), February 2014.

EXTERNAL:

Historic England

Summary

Historic England are of the view that the development would be highly damaging to the setting of the Church of St Mary Redcliffe, a Grade I listed building that is a defining image of the City. We object to the proposals and recommend that planning permission should be refused.

Historic England Advice

St Mary Redcliffe is of 12th century origin with successive phases of alteration through to the 20th century. It is one of the most spectacular examples of Perpendicular Gothic architecture in the country, a style characterised by vertical emphasis and proportion. It remains the tallest building in Bristol due to the height of its spire, which was rebuilt in 1871 over 400 years after the original spire had been destroyed in a lightning strike. Despite the scale of nearby postwar housing blocks, St Mary Redcliffe continues to dominate the surrounding townscape as it has for over 800 years. It is of exceptional architectural and historic importance, and its setting strongly contributes to its significance.

The parish of Redcliffe suffered terrible destruction during the Second World War, and while the church survived the onslaught much of the surrounding townscape was destroyed. The area was comprehensively rebuilt in the postwar era, incorporating several large blocks of public housing. These were designed with some sympathy to the setting of the church, preserving key views of the building without intrusion into its Gothic silhouette, partially due to their being set some distance away from the church to provide it with a visual buffer.

The proposed development utilises a vacant piece of land currently partially occupied by a derelict pub of probable 18th century origin. The proposed structure is a large building with a complex geometry and varied roofline. However, the scale of the building means that it will have a severe harmful impact upon the setting of St Mary Redcliffe. In views from Redcliffe Way the proposed building will be considerably in excess of the established building heights in the context of the church, rising above the height of its 14th century lady chapel in certain views, removing the ability of the viewer to experience its exceptional silhouette without encumbrance. A key view of the church spire from the Wells Road will be lost entirely; when travelling from the junction of the Bath and Wells Roads towards Temple Meads the spire of the church can be seen and appreciated, signposting the edge of the city.

The design of the building is a source of regret. The complexity of form puts it at odds with the geometric simplicity of existing large housing blocks at Redcliffe, and the assertive nature of its appearance presents a challenge to the Grade I listed church, which we firmly believe should retain its visual primacy in the townscape. This is not architecture that respects its surrounding context,

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and in this regard we suggest it fails the National policies of NPPF paragraph 58 on requiring good design.

However, fundamentally the proposed building is too big for the site. We recognise a building of some scale can be accommodated here, but it should not be visible above St Mary Redcliffe and not screen key views of its spire. We recommend the building is reduced in height significantly. Ideally the unlisted pub building should also be retained; although dilapidated its domestic scale is now an unusual feature in Redcliffe and it serves as a visual reminder of the area's prewar character.

The scale and mass of the proposed building means that it would be prominent in the wider townscape. There is clearly a negative impact on the character and appearance of the Redcliffe Conservation Area of which St Mary's forms the focal point, but there are also wider impacts on other conservation areas. The proposal would appear above the listed townhouses of Redcliffe Parade, part of the Redcliffe Conservation Area but visible from the City Docks and City & Queen Square Conservation Areas.

We have no doubt that there are wider public benefits associated with this proposal that it is not for Historic England to pass comment on. We of course support the regeneration of Redcliffe and the provision of affordable housing. But this should not take place at the expensive of disfiguring the setting of one of the defining buildings of Bristol. Heritage assets make a vital contribution to the character and distinctiveness of the City, and harming the setting of a building of this stature and significance would be a sleight not just on the Grade I listed church but on Bristol itself.

NPPF 132 reminds us that "great weight" should be given to the conservation of heritage assets when considering the impact of proposals, and that the more important the asset, the greater that weight should be. In this context, we respectfully remind you that this is a Grade I listed building, the very top of the table in terms of heritage assets.

Recommendation

Historic England objects to the application on heritage grounds.

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 which requires your authority 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 in determining the application.

[The applicant's response to these comments, together with a further response from Historic England is appended to this report.]

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Crime Reduction Unit

Concerns for new development Bell/Auction rooms Redcliffe

Redcliffe is a deprived area with many people living there with mental health issues, drug and alcohol problems.

There is currently a very limited CCTV coverage in place by Bristol City Council cameras on the Redcliffe estate and the surrounding flats. The cameras within the block are not monitored correctly by an estates team or control. The area needs improved coverage: the CCTV currently in blocks in Redcliffe: Proctor; Patterson; Yeaman's; Eaman's and Broughton House, is currently only watched by residents and is not linked to a recorded system.

In the past, drug dealers have used the cameras to watch police and know when police are in the building.

The blocks currently attract drug dealing, there is a busy market from both south Bristol and the existing issues in Redcliffe.

There are lots of homeless people sleeping rough in the existing blocks. They gain access by tail-gating and using coded door systems. They have been found by Bristol City Council caretakers in all the surrounding blocks, they are getting in the bin rooms and on stairwells and we get lots of issues and complaints about this problem.

The Basketball Court

There have been a limited number of Anti-Social Behaviour reports concerning the basketball court. Cannabis has been smoked there but there have been no recent reports of any trouble.

Children use the court before and after school hours. Redcliffe is a deprived location and there are very limited free recreational areas for children. Currently the basketball court is the only leisure / recreational free space on the estate.

Who will the new community building be used by? i.e. existing children and young adults within Redcliffe or for the new residents of the development. How will access be gained? Will there be a cost for using the facilities to maintain the court/area.

The children's play area between the auction rooms and Proctor House is also very well used by young families.

Additional comments from the Beat manager who also patrols this area:-

I have spoken to the Council regarding this matter and they are more opposed to having the Basketball Court built on than anything else. They say they are concerned about losing community space which is important to the local residents.

Redcliffe is suffering from a large drugs problem. Both dealing from flats around the area, and users coming from all over Bristol to buy and use in the location.

The flats in Redcliffe have front and back access. The back access is not necessary and is used by drug dealers to deal the drugs and then the users sit on the stairwell and use as a place to inject. One main entrance is more than adequate. This would create a less appealing situation for the dealers.

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Many of the flats currently have CCTV cameras in the main entrance and the lifts. This is not recorded and it is not possible to playback and view. It is purely available for the tenants to view on their TV's. However, it is only used by the dealers who watch when Police are entering the buildings and it gives them time to discard/hide any drugs they have. This serves no benefit to the majority of the community who do not have any need to watch it. So I would advise no CCTV necessary in the flats themselves, unless we can view and record.

We currently have a few Council CCTV cameras in Redcliffe which can be viewed live from the Council CCTV control room which can be used for operations. Some of them however, could be in better locations. I would be considering asking the developer to invest in some new cameras and allow us to have a say in where they are placed around Redcliffe so we can use them to our advantage. This would act as a deterrent to some, and allow us to gather best evidence in other circumstances.

[A subsequent meeting was held between the applicants and the Police, however, there are no details of an offer being made by the developers to provide additional cameras.]

I recall there being a large cycle rack on the plans. We just need to make sure that a quiet dark spot (under cover) is not being created for ASB/drug dealing that is out of sight.

Other comments:

- The proposed height of the building 12 floors is far too high for this area I understand there is a high shortage of housing in Bristol but consideration must be given for the existing residents. Sunlight deprivation would be experienced in several buildings around this site. The supporting document regarding the sunlight BRE (Building Research Establishment) re the APSH (Annual Possible Sunlight Hours) shows that Magdalena Court and Corinthian Court were below the recommended amount. There are a large number of tenants who need sunshine to help with their mental health problems, additionally children living within these blocks that are unable to get out on a daily basis need good levels of sunlight. I therefore strongly recommend this building be no higher than six (6) floors high.

[Following a subsequent meeting with the applicants, the Police have withdrawn their objection to the height of the building.]

- As mentioned by both Police Officers, the children's play area is very important, additionally the children's play area needs to be updated and the basketball court should stay. However, the proposals include an indoor community/sports building on the site of the court. Will this be free? For the existing residents, my concern is that if the answer is NO, then it will not get used by the local residents. In fact, it would probably end up being an eyesore with graffiti and criminal damage as the ownership would not lie with the local community. I understand there are costs implications for the running and maintaining of the building, but the residents would not be able to use the facility if costly, so consideration must be given to how this is going to be managed if built.

[Following a subsequent meeting with the applicants, the Police are satisfied with the response given to questions on how the sports / community building would be used, who would use it, who would maintain it and the cost implications for the residents to use the facility. However, the details of the response have not been recorded.]

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- There are currently blocks of flats in the vicinity that have been poorly designed in terms of crime prevention. For example there are 'dog legs' in the accessways from the front to the rear of the blocks. Elderly residents, along with single mothers could easily become a victim not only in the night time hours but also during the day. Again, I would recommend just one entrance/exit to be designed into the building to reduce residents becoming a victim of crime and additionally to stop an offender escaping police officers after committing a crime.

[The applicants advised the Police that they would apply for the Secured by Design initiative run by the Avon and Somerset Constabulary. This promotes the inclusion of architectural crime prevention measures into new projects.]

- After reading through the objections there seemed to be a high demand for a car park. I would strongly suggest that this does not happen, this area has lots of transport available and creating an underground car park will just open up another crime generating place for the Local Police to patrol.
- With regards to the commercial retail space, there would be a requirement for strong security measures need to be put in place.

Bristol Waste

No comments made.

Sport England

General advice given, no direct comments made.

KEY ISSUES:

For information, any policies quoted in the report with the prefix BCS are from the Core Strategy, DM are from the Site Allocation and Development Management Plan, and BCAP are from the Central Area Plan.

A. IS THE PRINCIPLE OF THE DEVELOPMENT ACCEPTABLE?

BCAP47 'The Approach to Redcliffe' is an area-wide specific policy, which states that it south and west Redcliffe vacant and derelict sites should be redeveloped and seeks design enhancements where possible.

Part of the site is also identified in the Bristol Central Area Plan (BCAP March 2015) as suitable for housing or housing/pub development (reference SA612).

There is no objection in principle to a proposal to include a larger area in this development. Indeed, a proposal to redevelop this blighted site within close proximity to surrounding residential development for much needed housing is welcomed in principle. However, its acceptability will depend on compliance with all relevant Development Plan policies.

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The BCAP also states that regard should be had to additional considerations set out in SPD3: 'Future of Redcliffe'. SPD3 is supportive of development in South Redcliffe, and states that residential uses are sought along Prewett Street with secondary uses such as retail, education and community facilities.

B. IS THE TYPE, MIX AND AMOUNT OF HOUSING ACCEPTABLE?

i. Type and Mix of Housing

BCS18 states that new residential development should contribute to a mix of housing tenures, types and sizes to help support the creation of mixed, balanced and inclusive communities, and help to redress any housing imbalance that exists.

BCAP3 states that throughout the city centre new homes will be expected to contain a proportion of family sized homes, including flats with three or more bedrooms. The policy goes on to state that in defining the proportion of family sized homes that will be sought, regard will be had to the existing housing profile of the area, including local housing requirements and the characteristics of the site, including its suitability for different housing types.

The proposed scheme consists of 106 one bedroom flats and 90 two bedroom flats. The site is located within the Redcliffe South Lower Super Output Area, within which some 44% of dwellings are one bedroom and 47% two bedroom. Given this existing concentration of smaller units, a development of the size proposed should include a proportion of 3 bedroom units to provide for a greater mix of households to help address the imbalance. (Advice to this effect was provided at the pre application stage.)

In terms of tenure, it is noted that within Redcliffe South just 9% of households are owned, whereas 89% are rented. Clearly, the development would introduce additional open market housing which would help to re-balance the existing tenure mix within the local area, however, this is not sufficient reason to override the requirement for a greater dwelling mix.

ii. Amount of Housing

BCS20 states that new development will maximise opportunities to re-use previously developed land.

The density of housing on the site would be 784 dwellings per hectare (dph). This has been calculated by removing the children's play area and community garden from the calculation as these are non-developable but were included within the red line application boundary. With the removal of these elements the size of the site is reduced from 0.58 Ha to 0.25 Ha of developable land. This very high figure contrasts markedly with the surrounding neighbourhood density of 72 dph. For comparison purposes, Wapping Wharf has been developed at a density of approximately 200 dwellings per hectare.

While the high density of the development represents an efficient use of land which is encouraged by BCS20, the policy does state that the appropriate density for any individual site should be informed by amongst other things: the characteristics of the site; the local context; the need to provide an appropriate mix of housing to meet demands; and the need to achieve high quality, well designed environments. The proposed development fails to take sufficient account of these matters and this is explored in more detail in several key issues below.

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C. IS THE AMOUNT OF AFFORDABLE HOUSING PROPOSED ACCEPTABLE?

BCS17 requires affordable housing in residential developments of 15 dwellings or more, and in central locations, a 40% target will be sought.

However, the Affordable Housing Practice Note (AHPN), April 2018, was introduced to provide interim measures to speed up the delivery of affordable housing, and to ensure the Council's measures for securing affordable housing were as effective as possible. The guidance introduced a 'threshold' approach, whereby schemes offering 20% on-site affordable housing in central locations would be accepted. The tenure mix expected would be 77% social rented and 23% intermediate affordable housing.

As submitted, the development proposed 20% affordable units which equated to 39 affordable homes. However, the tenure mix proposed was 50% social rent and 50% shared ownership. This was not considered acceptable and the applicants' were advised that for this tenure mix to be acceptable they would have to increase the amount of affordable housing to a minimum of 25%. The applicants' were further advised that for the current 20% level of affordable housing to be acceptable, the tenure mix would need to be revised to comply with the AHPN requirements.

In response, a revised offer has been proposed, retaining a provision of 20% (39 units), of which 30 would be social rented and 9 would be shared ownership, in accordance with the 77% social rented and 23% intermediate affordable housing requirement set out in the AHPN.

It is proposed that the affordable housing would be located across the two buildings, with 20 social rent apartments above the community / sports hall and the remaining 10 social rent units on the ground floor of the main building, together with the 9 shared ownership units on the first floor.

The proposed location of the affordable housing is totally unacceptable as it means that the scheme has not provided a fully integrated affordable housing offer and instead has isolated twenty of the social rented housing in a location above the proposed sports hall. The affordable housing quantum and tenure mix offered is acceptable and now complies with the Affordable Housing Practice Note.

D. IS THE DESIGN AND CHARACTER OF THE PROPOSAL ACCEPTABLE?

Planning Policy Context:

The National Planning Policy Framework (referred to hereafter as the NPPF) highlights that good design is a key aspect of sustainable development (para 124). Further to this, paragraph 127 (c) adds emphasis on requiring planning decisions to ensure that developments are sympathetic to local character and history, including the surrounding built environment and landscape setting. It is therefore clear that the NPPF considers the creation of high quality buildings and places to be fundamental to planning, and planning decisions.

The Planning Practice Guidance (PPG) provides further advice, emphasising the wide range of issues that should be considered when assessing design, including: the local character; safe, connected and efficient streets; greenspaces and public places; crime prevention; security

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measures; access and inclusion; efficient use of natural resources; and cohesive and vibrant neighbourhoods (paragraph 006).

Material to a number of these design issues is the density of the development and its resultant impact on the character of the area. Given the site represents previously developed land, policy BCS20 'Effective and Efficient Use of Land' is material, in that it encourages the redevelopment of sites so development achieves optimum efficiency and higher densities in and around the city centres. Importantly, the policy provides further guidance as to the appropriate density for any individual site, stating that it should be informed by a number of factors, including more design-orientated criteria such as: the characteristics of the site; the local context; and the need to achieve high quality and well-designed environments. This policy is compliant with the NPPF, of which section 11 is the most relevant. Specifically, paragraph 117 of the NPPF states:

Planning policies and decisions should promote an 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. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.

Paragraph 122 of the NPPF is also relevant, and supports the thrust of policy BCS20, the paragraph states that decisions should support development that makes efficient use of land, taking into account:

- a. *the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;*
- b. *local market conditions and viability;*
- c. *the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;*
- d. *the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and*
- e. *the importance of securing well-designed, attractive and healthy places.*

The Development Plan includes further relevant policies, largely design-orientated, all of which are compliant with the NPPF. For example, policy BCS21 'Quality Urban Design' which encourages developments to: contribute positively to an area's character and identity, creating or reinforcing local distinctiveness; promote accessibility and permeability; promote legibility through the provision of recognisable and understandable places, routes, intersections and points of reference; safeguard the amenity of existing development and create a high-quality environment for future occupiers; create buildings that adapt to changing conditions, including environmental conditions.

Similarly, as highlighted in the Urban Design comments above, policy DM26 'Local Character and Distinctiveness' requires development harmful to the character of the area to be resisted. The policy states that development proposals will be expected to have regard to the prevailing character and quality of the surrounding townscape, including the pattern, form and design of existing development. Further to this, the policy expects proposals to: respond appropriately to existing land forms and historic assets; respect the local pattern and grain of development; respond to the

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scale, character and function of streets and public spaces; retain, enhance and create important views into, out of and through the site; make appropriate use of landmarks and focal features; respond to the height, scale, massing, shape, form and proportion of existing buildings, building lines and set-backs from the street, skylines and roofscapes; and to reflect locally characteristic architectural styles, rhythms, patterns, features and themes.

Policy DM27 'Layout and Form' encourages the successful arrangement and form of buildings, structures and spaces. The policy requires a proposal's layout form to: clearly design public and private spaces; utilise active frontages to the public realm; utilise coherent and consistent building line and setback that relate to street alignment; respond to local climatic conditions including solar orientation; and to enable existing and proposed development to achieve appropriate levels of privacy, outlook and daylight. Importantly, the policy identifies the importance of the height, scale and massing of development to appropriately respond the immediate context, site constraints, character of adjoining streets and spaces, the setting, public function and/or importance of the proposed development and the location within the townscape.

Policy DM28 'Public Realm' requires development to create or contribute to a safe, attractive, high quality, inclusive and legible public realm that contributes positively to local character and identity and encourages appropriate levels of activity and social interaction.

Policy DM29 'Design of New Buildings' is focussed on securing high standards of design quality for new buildings, and to a degree builds on the design principles set out within the discussed policies. The policy requires new buildings to be well organised with regard to internal layout and circulation, and to respond to the solar orientation of the building to support energy efficient design. As a number of other policies have set out, new development should support a high quality of amenity of existing and future occupiers, the policy also resists single aspect units, especially where they are solely north-facing. Further to this, the policy reiterates the importance of new buildings engaging positively with the public realm, and for new development to have appropriate scales and proportions. Unlike the previously discussed policy, this policy also requires development to incorporate green roofs, green walls and green decks that may be accessed and used where appropriate.

The Redcliffe Estate is now considered to represent a non-designated heritage asset, based on the Estate's strong urban design rationale of radial slabs of development within an open landscape setting. As such weights should be attributed to the conservation of its setting in accordance with policies BCS22 and DM31 of the Development Plan, as well as paragraph 197 of the NPPF.

The Central Area Plan regards tall buildings to be those of generally 9 storeys or more, although paragraph 8.24 of the Plan does state that those which significantly change the skyline within the city centre would be considered to be a tall building. The proposal is 12 storeys in height, and would significantly change the local skyline and the skyline of the city centre, and as such the proposal will be assessed against relevant tall building policy (BCS21, DM26, DM27, DM29 and DM30). Detailed guidance on the assessment of proposals is set out in the newly adopted SPD 'Urban Living', which sets out a range of standards designed to deliver high density, high quality homes that are also good places to live. The relevant aspects of the SPD are set out below.

Urban Living SPD:

Urban Living is defined in the SPD as the creation of compact, characterful and healthy urban areas where people can live, work and play with good access to high quality walking and cycling linkages

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and public transport. It advocates making the best use of urban land and building at optimal densities, mixing land uses, and delivery of high quality public realm.

The SPD states that opportunities exist to modestly increase densities within most parts of Bristol. Densities are optimised by balancing the efficient and effective use of land, with aspirations for a positive response to context, successful placemaking, and making quality homes.

The SPD sets out a series of questions to be considered by applicants throughout the design development of a scheme, with a traffic light system used to assess how well the scheme has addressed the question.

The questions concern design aspects of major developments, residential development and tall buildings (defined in the SPD as being at least 30 metres high or 10 or more storeys). Examples of questions include:

Has the scheme adopted an approach to urban intensification which is broadly consistent with its setting?

Does the scheme respond positively to either the existing context, or in areas undergoing significant change, an emerging context?

Is the tall building well located?

Does the scheme make a positive contribution to the long-range, mid-range and immediate views to it?

Does the scheme create a pleasant, healthy environment for future occupants?

Will the scheme be neighbourly, both at the construction phase and following occupation?

Clearly, as the SPD has only just been adopted it was not ready to be used in the way intended to inform emerging proposals for the site. However, the questions raised in the SPD are directly related to the policies set out in the Development Plan and are implicitly considered in the text below.

In addition a full assessment of the scheme against the questions set within the SPD has been prepared and will be issued as a separate paper.

Urban Design Issues:

i. Site Context and Heritage Asset(s)

The site is situated in the Redcliffe Estate in south Redcliffe, which is dominated by the post war development of several high rise residential tower blocks, including Proctor House (to the east of the site), and Broughton House to the south. The area has been appraised and considered in a number of supplementary planning documents (SPD) that are adopted by the Council; hence to understand the area it is important to reflect on how adopted policy documents have viewed the area. The Future of Redcliffe SPD notes that the area is dominated by the radical post-war redevelopment that, whilst removing the historic street pattern, did ensure that the remaining quality buildings now stand out as 'precious jewels', and this is certainly true in the case of St Mary Redcliffe Church, given its spire can be seen from many vantage points, despite the presence of

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the estate. This is largely thanks to these high rise blocks being slender, set well back from the street and being isolated in space and low building densities (page 15). Further to this it is perhaps worth noting that the former SPD1: 'Tall Buildings' (now replaced by SPD 'Urban Living'), identifies that the Redcliffe Estate in South Redcliffe should be seen in distinction to the poor quality post war development in the city, reflecting that the estate has a distinct character and layout which is likely thanks to the estate being designed by the City Architect (see page 13). The estate has also been recognised as a positive example of post war planning in independent publications to the Council, for example H. Barton et al's 'Shaping Neighbourhoods – For Local Health and Global Sustainability'.

The Redcliff Estate is a significant post-war development of social housing. It is now increasingly recognised as an exemplar of architecture and urban planning of the era, one that compares well with other national examples, as is discussed within an earlier paragraph of this section. It was designed with high regard for open space, light and well ventilated new homes, communal facilities, and careful consideration of the sensitive setting of St Mary Redcliffe.

Following research undertaken by the City Design Group due to a number of development proposals in the area, an improved understanding of the Estate's planning, prominent features, and character has led to the conclusion that the Redcliffe Estate must be considered as a non-designated heritage asset. The Conservation Advisory Panel (CAP) also recognise the Redcliffe Estate to have a non-designated heritage asset status, as their comments suggest.

From these appraisals it is clear that there is to a degree a consensus as to the success of the Redcliffe Estate as a high-rise post-war development, and it appears this is largely a result of the slender towers being set in a low density environment, in which the existing site is situated. This character has been retained as a result of development being avoided in close proximity to the existing high rise blocks. Where development has occurred, high density proposals have been avoided, and appropriately scaled buildings have been built, thereby providing the high rise blocks with breathing space that both provides a positive urban character and safeguards the amenity of residents.

The development should therefore respect this existing pattern and grain of development, especially considering its proximity to Proctor House and Broughton House.

ii. Local Character and Distinctiveness

As stated above, the Redcliffe Estate is now considered to be a non-designated heritage asset. The blocks together form an urban character that has been recognised to be a successful example of post-war planning of high rise residential development, and that this is largely due to the low density for which the blocks occupy. Aside from the post war blocks, newer development adjoining the site is at a much lower level, typically 4 storeys in height, such as Magdalena Court and Corinthian Court. With this in mind, it is clear that the scale, massing, pattern and grain of the existing area has not been accurately assessed meaning the character of the area, and site itself has not been understood in a manner that would conducive to a high quality design that responds sensitively to the character of the area.

The development's impact on the non-designated heritage asset must be considered. The concept of the Estate's strong urban design rationale of radial slabs development within an open landscape is compromised by the proposal. The height, massing and scale of the scheme does not respond

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adequately to the context and the urban grain of the Redcliffe Estate and shows no consideration to the character of this distinctive estate.

It is evident from the Cumulative Verified Visual Montage the disregard the proposed scheme has to the design of the wider Redcliffe Estate with its carefully considered plots, building scale and viewing corridors towards St Mary Redcliffe Church.

iii. Layout and Form

The red line boundary provides a 0.58-hectare corner site and suggests almost 150m of frontage equally shared between Prewett Street and Somerset Street. However the area includes the existing children's playground and the community gardens, which are not developable. The scheme locates the new development on two areas which add up to approximately 0.25 hectares: the derelict buildings and car garages areas at the corner to the north; and the informal basketball area between Proctor and Broughton Houses to the south. On the corner, the proposal is for a thirteen-storey building with a 40m x 54m footprint; and to the south, set-back a second building with a 26m x 35m footprint incorporating 5 storeys of residential above a large sports hall structure.

The local context and site constraints have not been adequately considered. For example, the proposals require the removal of 17 of the 23 trees on the site, many of which are important to in contributing to the character of the well-planted green parkland setting of the Redcliffe Estate.

A further non-designated heritage asset is represented by the Eighteenth Century Bell public house, a rare fragment of the historic fabric of the Redcliffe area, and there is potential to recognize this in some form within the design. Preserving and revealing its special interest could have informed the design of the northern block in accordance with DM27, and its omission should have been fully justified. Similarly, the siting of Proctor and Broughton Houses and their setting within the mature landscape should have informed the design of the southern block. As proposed, the shape and geometry of the block and its plot is inconsiderate to its context. Rather than being a welcome addition to the established built form of the blocks and open space between them, it adversely impacts on existing views and is awkwardly positioned without any evident intention of integration.

iv. Streets and Spaces

The corner site with Prewett Street and Somerset Street does offer an opportunity for additional development in this location. However, the proposed northern block is fundamentally an oversized building that fails to respond to the urban grain of the surroundings, ignoring both the staggered building line and the importance of the existing trees at the corner.

The building does not offer a positive interface to either frontage. Facing Somerset Street, the retail frontage would deliver limited activity to the public realm, while on Prewett Street more than half of its façade is effectively a blank wall at pedestrian level.

Similarly, to the existing east-west pedestrian route from Proctor House to Somerset Street; and to the north-south pedestrian route parallel to the children's playground, the proposal does not offer an active or engaging frontage. Given the height of the ground floor windows the proposed scheme effectively results in an extended blank facade along these two routes. This is considered unacceptable in design terms. The proposed residential block should provide an attractive pedestrian environment to new and existing residents.

The sports / community building fails to achieve adequate activity and interest at ground floor level. The sports hall establishes a largely blank elevation, and the discreet entrances to the hall itself and the residential block above it are understated.

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v. Height, Scale and Massing

It is considered the height, scale and massing is inappropriate for the following reasons.

With regards to the northern block, the scale of the building along Prewett Street and Somerset Street would create a negative environmental impact, overbearing and overshadowing the neighbouring residential blocks (see key issue ...)

Locating the building on the highest part of the Redcliffe ridge exacerbates the scale of the building and increases the adverse impact on a number of key views, particularly with regard to its relationship with St Mary Redcliffe Church.

The degree of enclosure that would be created between the northern and southern blocks along the public pedestrian street at just 5m wide is not acceptable. The outlook of apartments on upper ground floor and first floor at this southern corner would be severely compromised. In fact, all the flats at the end of the south west wing would be affected by both the massing of the large sports hall and the residential block above it, due to its height and proximity.

vi. Detailed Design

Policy DM29 states that new residential development should provide dual aspect where possible, particularly where one of the aspects is north facing. Due to the depth of the proposed footprint and its shape, 130 out of the total of 176 residential units in the north block are single aspect. This is unacceptable in design terms. Furthermore, the internal layout and circulation are also compromised, with only one entrance and little opportunity to achieve natural light or ventilation within the proposed cores and circulation areas.

The reasoning in the description of the elevational treatment in the Design and Access Statement does not justify the design approach. The northern block is very bulky and attempts to reduce the visual scale of the building through the use of vertical and horizontal splits or the use of a variety of material treatments do little to alleviate the size and negative impact of the proposal.

In terms of form, the building over-sails the entire public pavement along Prewett Street which is unjustified, while on the upper floors, the random stepping down of the form does not result in a well-thought out and elegant sculptural design which the prominence of the building would demand.
 Summary:

The proposed development does not comply with policy BCS21 'Quality Urban Design', or with the design considerations established in the Development Management policies. The intensity of the development is excessive resulting in the height, scale and bulk of both blocks having an unacceptably adverse impact on its local context.

E. WOULD THE PROPOSALS HARM ANY HERITAGE ASSETS?

i. Heritage Assets

The heritage assets to be considered are:

Grade I listed: St Mary Redcliffe Church

Grade II listed: Properties along Colston Parade; Glass Cone north of Redcliffe Mead Lane; Redcliffe Parade; Cabot Tower.

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Conservation Areas: Setting of the Redcliffe Conservation Area; Setting of the City Docks Conservation Area

Non-designated heritage assets: The Bell public house; Post-war Housing Committee assets.

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 Authority is also required (under Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990) to pay special regard to the desirability of preserving or enhancing the character or appearance of the area.

Policy BCS22 further states that development proposals should safeguard or enhance heritage assets and the character and setting of areas of acknowledged importance including Conservation Areas. Policies DM30 and DM31 express that alterations to buildings should safeguard the amenity of the host premises and neighbouring occupiers, and preserve or enhance historic settings. Section 16 of the NPPF relates to conserving and enhancing the historic environment and is a material consideration.

St Mary Redcliffe church is of exceptional architectural and historic interest. It is of national significance and we are obliged to place the greatest weight possible on the conservation of the building and its setting. The setting is defined as anywhere where the building might be experienced and therefore the spire's landmark status on the skyline is a fundamental consideration in determining planning applications.

With regard to the application site itself key consideration will need to be given to views to the church spire from the Wells Road, where a broad panorama of the skyline opens up on the approach to the city and where St Mary Redcliffe is first sighted. In this panorama the spire has great prominence and has group value with other highly designated assets including the Cabot Tower, Bristol Cathedral, Wills Memorial Tower, Clifton Cathedral, and other University towers around St Michael's Hill.

Again at a distance from the application site the views from Grade II Listed Cabot Tower towards the application site have the potential to be impacted upon by development on the application site which is behind the church spire. The views here are partially impacted upon by Broughton House of the Redcliffe estate, but the wooded hillside of Totterdown forms an attractive backdrop behind the tower and chancel.

The Grade II Listed assets surrounding the application site also require great weight to be placed in the conservation of their setting. It is acknowledged that the setting of the Glass Cone to the north of the site has been removed, but the collection of protected properties on the south of the church yard, on Colston Parade, retain a strong and attractive church precinct character providing welcome enclosure to the south side of the churchyard. The alignment of Colston Parade focuses views towards the application site.

Redcliffe Conservation Area includes the properties on Colston Parade and therefore proposals that impact upon the setting of these buildings will consequently impact upon the setting of the Conservation Area. Development of the site has the potential to impact upon key views within both the Redcliffe and City Docks Conservation Areas, particularly where the spire of St Mary Redcliffe is the focus of these views. The prospects looking up-river from Prince Street Bridge, the corner of

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Queen Square, and along the harbour from the west are iconic views of Bristol, with the church spire and raised grade II Listed terraces of Redcliffe Parade a defining image of the City.

Non designated heritage assets are due weight within the planning process. The site incorporates the Eighteenth Century Bell public house. This is a rare fragment of the historic fabric of the Redcliffe area before its redevelopment in the Nineteenth and Twentieth Centuries.

Neglected in the Archaeology or Heritage statement is the identification of elements of the 1953-1962 developments of the Redcliffe estate and non-designated heritage assets. The failure to recognise these elements for their architectural or historic value is disappointing. There is clear social, communal, architectural and historic value in the main elements of the estate: This is demonstrated by their nomination as Local List buildings and the evidence supplied as part of those nominations. These buildings are awaiting appraisal by the independent panel for Local List status.

The Redcliff Estate was designed by the City Architect Albert Clarke and the layout of the blocks carefully considered maintaining and enhancing views of St Mary Redcliffe church at the heart of the community. Viewing corridors were established and development plots set out between them to preserve views. The scale of the development consciously stepped-down around the higher ground closer to the church to provide a suitable transition between new and historic areas. The plan incorporated a series of more intimate courtyard garden areas for residents and set the whole within a well-planted green parkland setting. Although designed with cars in mind the increase in reliance on vehicles and the intensification of the use of the school site have diminished some of the design intentions, but the estate remains a high quality well designed series of monuments of the post-war social and architectural movements.

The Proposals:

The proposed development of the corner site between Prewett Street and Somerset Street would involve erecting a thirteen-storey building on the highest part of the Redcliffe ridge. This structure would be of block-form with a yard at second floor level allowing light to penetrate into the building footprint at the upper levels. A second block of four storeys will be located on top of a large sports hall structure on the south side of the site which would give the approximate height of a six-storey building.

Development of the site would result in the complete loss of the Eighteenth Century Bell pub. The applicant's visual impact assessment (VIA) shows that, by virtue of its added elevation, the building would have a greater impact on the city skyline than the 1960 developments to the south, which intentionally step back from obscuring the spire of St Mary Redcliffe. VIA also indicates the scale and massing of the tallest block of development will impact on the setting of St Mary Redcliffe by intruding into views from the surrounding Conservation Areas and from Brandon Hill.

The architectural treatment of the building exterior is contemporary, but of average quality and little distinction; materials do not respond to the setting so close to the Listed buildings or CAs.

The proposals would have a serious, adverse impact on the setting of a highly designated Listed building: St Mary Redcliffe church. Key views of the landmark church spire would be either entirely lost, or significantly harmed by the proposed development. As a Grade I Listed building it enjoys the highest level of protection under national planning policy; we are required to place the greatest weight possible on the conservation of the church and its setting.

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The harm posed to the setting of the church spire from the Wells Road is negative and extreme. Although the impact on the setting from other angles is “less-than-substantial”, several views will have a very high degree of harm associated with development. The appearance of the new structure leering above the nave and chancel of the church from within the Conservation Areas is entirely inappropriate and visually damaging. The legibility and landmark status of one of Bristol’s most iconic buildings must be protected in any development of this site.

A high degree of negative impact would be felt upon the setting of Grade II Listed assets surrounding St Mary Redcliffe including those on Colston Parade, and Redcliffe Parades where the inappropriate scale and massing would worsen the impact of C20th development and introduce an unacceptably brutal new context. Particular harm is posed by development that would result in any new massing appearing above the prominent roofline of the Redcliffe terraces when viewed from within the City Docks Conservation Area.

Development would result in the complete erasure of a non-designated heritage asset: The Bell public house. This would pose substantial harm, albeit to a heritage asset of lower significance. Whilst its loss might be mitigated or outweighed by benefits of the development, its complete loss has not been adequately justified within the application and no demonstration provided as to why development that could better preserve and reveal its special interest is not achievable.

The proposals fail to recognise and respond to the positive and intentional design approach adopted in the masterplan for the post-war Redcliff Estate by its original architects; as such the proposals result in an overbearing, over-scaled massing that responds poorly to the grain and parkland setting of the estate and has resulted in unacceptable degree of harm to the setting of a nationally important building of the highest order.

Development that poses no harm to heritage assets is likely to be supportable. Development that poses any degree of harm under the definitions of national policy requires careful justification and tangible public benefits that might be considered in a balanced planning decision being made. The proposals will not lead to a total loss of significance of the designated assets, but will have a very severe negative effect on their setting. The complete loss of an undesignated heritage asset must also be considered.

The proposed development poses a high degree of less-than-substantial-harm through accumulative impact on surrounding heritage assets, and most specifically to the setting of the Grade I Listed church. Local Authorities are required to assess the application against paragraph 196 and 197 of the NPPF. We are therefore required to review and assess the public benefits of the scheme in coming to a balanced decision. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. It is the applicants’ responsibility to make that justification. It is important to note that the applicant has not adequately assessed the degree of harm on heritage assets and there is no clear justification of public benefits within any of the documentation that might be considered in this assessment.

In lieu of the omission of describing what tangible public benefits should be considered in balancing the degree of harm posed, the following comments are made.

While it is recognised that the number of residential units proposed supports the City in its much-needed provision of new housing, the quality of the proposed flats, the impact of the building upon neighbouring residents, and the poor external environment provided at ground level mean that

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these will be a poor addition to the City's housing stock (the impact on residential amenity is discussed in Key Issue F below). The community building is potentially a public benefit in its own right, but there appears to be a questionable case for its need or ongoing support of such a venue. As such this is not considered a 'tangible' public benefit under the definitions of the NPPF (see Key Issue H below).

The degree of harm posed to a national monument of the calibre of St Mary Redcliffe is not outweighed by tangible public benefits. The negative impact on other Listed buildings, Conservation Areas, and non-designated heritage assets remains unjustified, and the overall urban design of the proposals is poor.

In terms of non-designated assets, the concept of the Redcliffe Estate's strong urban design rationale of radial slabs development within an open landscape is compromised by the proposal. The height, massing and scale of the scheme does not respond adequately to the context and the urban grain of the Estate and shows no consideration to the character of this distinctive estate, as has been discussed throughout the above.

It is worth noting that of direct relevance to this issue is an appeal decision dated 1st November 2018 for the redevelopment of the Raj Mahal City restaurant on Clarence Road, Redcliffe, with a building of between 5 and 8 storeys containing 73 bedspaces (planning application ref: 17/05223/F). This site is also on the Redcliffe Estate and one of the reasons for refusal was the harm the development would have on the character and appearance of the estate.

The Inspector commented on this issue that due to the proposed building's height and bulk it would undermine the spacious settings of the existing blocks, and concluded that; *"the proposed development would be obtrusive and incongruous with its surroundings and would be detrimental to the setting of the non-designated heritage asset"* [Redcliffe Estate]. The appeal was accordingly dismissed.

In summary, the failure to address the pre-application feedback has resulted in a proposal that fails to conform with national or local planning policies designed to protect the historic environment including, but not limited to the NPPF, and policies BCS22, DM26, DM31.

F: IS THE PROPOSED LANDSCAPE DESIGN ACCEPTABLE?

The proposal would result in the loss of 17 of the 23 trees on the application site, 6 of which are category 'B'. Of the 6 trees proposed for retention, 2 are large in size and would require significant pruning due to their proximity to the proposed buildings and it is likely that their removal would be required at some time as a result of the proposals.

The applicants have agreed to provide a sum in accordance with the Bristol Tree Replacement standard as mitigation for the loss of the trees.

The loss of these trees will harm the visual amenity of the area and has to be assessed against Policy BCS9, which aims to protect, provide, enhance and expand the green infrastructure assets which contribute to the quality of life within and around Bristol. BCS9 states that 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. When this is considered to apply, appropriate mitigation of the lost green infrastructure assets will be required.

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DM15 requires the provision of additional and/or improved management of existing trees as part of the landscape treatment of new development. DM17 states that all new development should integrate important existing trees, and where tree loss or damage is essential to allow for appropriate development, replacement trees of an appropriate species should be provided.

As a result of the scale and coverage of the proposed development, the opportunities to provide a landscape scheme to mitigate the impacts of the proposals are very limited. The proposals for small trees in planters do not mitigate for the loss of mature trees on the Prewett Street, Somerset Street boundaries and will have a minimal effect in attempting to soften the appearance of the development. The prevalence of mature trees within the public realm is a feature of the area and the landscape scheme illustrates a poor response to the site context.

The proposal to address the design of both the Community Garden and Children's Play Area in association with input from local residents is welcome, however, there is little information supplied on how this will be achieved or the timescale for resolution.

With regard to the courtyard and communal open space proposals, too much reliance is placed on the use of artificial grass surfaces and a far richer environment, both visually and in terms of wildlife benefit could be achieved using green roof techniques.

The images provided for the appearance of the development from street level are potentially misleading. Such verdant growth will not be achieved and maintained at such an elevation without significant topsoil provision and intense maintenance. Issues of cost, sustainability and climate cast doubt on such growth being achievable.

To conclude, the landscape proposals are not satisfactory and their limitations are a direct consequence of the over-intensive nature of the development. Whilst providing much needed housing would go towards achieving the policy aims of the Core Strategy, this is not accepted at any cost. The overall concept of the development is unacceptable in urban and landscape design terms as is the resultant loss of trees.

G. DO THE PROPOSALS PROTECT THE RESIDENTIAL AMENITY OF ADJOINING OCCUPIERS?

Policy DM29 requires new development to ensure that existing and proposed development achieves appropriate levels of privacy, outlook and daylight.

The development would have the greatest impact on the occupiers of Corinthian Court and Magdalena Court, and to a lesser extent Proctor House, 33 Prewett Street and Broughton House given their proximity to the application site combined with the scale of the proposed development.

In support of the application a daylight and sunlight assessment report was submitted together with a shadow analysis. The report uses the guidelines within the widely accepted BRE (Building Research Establishment) guidebook 'Site layout planning for daylight and sunlight: a guide for good practice', to achieve objectivity. The methodology used concerns the potential for daylight at a particular point by assessing the proportion of the sky that is 'visible' from that point. Assessments are done based on the existing situation; a 'mirror image' of existing development if there is low rise or no development opposite a building (this is to create a more realistic scenario of what could be expected in central urban locations); and the proposed development.

The results of the report show that 56 dwellings located in Corinthian Court and Magdalena Court would experience a 'Major Adverse' impact from the development. More specifically, 40 of the 80 dwellings in Corinthian Court would experience this impact, together with 16 dwellings in

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Magdalena Court. 'Major Adverse' is defined as a situation where a large number of open space / windows are affected and the loss of skylight is substantially outside the guidelines.

Whilst it is acknowledged that the application site is currently low rise, with limited buildings and that any redevelopment is likely to have some impact on neighbouring buildings, the degree of harm predicted is unacceptable.

Moreover, it is considered that the development would create an unacceptably oppressive environment for the residents of Corinthian Court and Magdalena Court and to a lesser extent, Proctor House. The distances between the 12 storey new residential block and the front elevations of Corinthian Court, Magdalena Court and Proctor House are approximately 15 metres, 18 metres and 28 metres respectively. As a consequence, the new block would literally tower over Corinthian Court and Magdalena Court creating an oppressive, overbearing atmosphere. In the case of Proctor House, as the distance between the two buildings would be greater and the new building steps down, the impact would be less harmful. However, the new flats above the community building would impact on the southern end of Proctor House as the distance here would be just 12 metres.

In terms of privacy, all the elevations of the new buildings towards Somerset Street, Prewett Street and Proctor House contain numerous balconies. Again, with the distances involved the perception of a loss of privacy will be apparent to residents of Corinthian Court and Magdalena Court in particular.

For these reasons the development would have an unacceptably harmful impact on the amenity currently enjoyed by neighbouring residents.

H. WOULD THE PROPOSED DEVELOPMENT PROVIDE A SATISFACTORY LIVING ENVIRONMENT FOR FUTURE OCCUPIERS?

BCS18 makes reference to residential developments providing sufficient space for everyday activities and space which should be flexible and adaptable, by meeting appropriate space standards. Policy BCS21 also sets out that new development should create a high-quality environment for future occupiers.

All of the dwellings within the proposed development meet the nationally described space standards.

In terms of the living environment, the daylight and sunlight report assessed the daylight performance across a range of flats, assessing at least one dwelling per floor of both buildings across the site.

Interpolating the results across the site, the findings indicate that 20% of the dwellings did not achieve adequate levels of daylight using the BRE standards. This often occurred in dwellings having combined kitchen/living rooms set deep into the building. The overshadowing of the dwellings affected is caused by both adjacent buildings and the development itself, in particular the courtyard dwellings of the main residential building.

As a new build development on a relatively unconstrained site it is considered reasonable to expect new dwellings to achieve adequate levels of daylight to meet the BRE standards. Policy DM29 also states that new residential development should provide dual aspect where possible, especially where one of the aspects is north facing. Other than the corner units, all of the dwellings facing north are single aspect, and in total 130 of the 176 dwellings proposed are single-aspect, together with 12 of the 20 dwellings proposed above the community building.

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For these reasons the standard of accommodation proposed is not considered acceptable.

I: IS THE LOSS OF THE BASKETBALL COURT AND ITS REPLACEMENT WITH A COMMUNITY / SPORTS HALL ACCEPTABLE?

Policy DM5 states that proposals involving the loss of community facilities land or buildings will not be permitted unless it is demonstrated that:

- i. The loss of the existing community use would not create, or add to, a shortfall in the provision or quality of such uses within the locality or, where the use has ceased, that there is no need or demand for any other suitable community facility that is willing or able to make use of the building(s) or land; or
- ii. The building or land is no longer suitable to accommodate the current community use and cannot be retained or sensitively adapted to accommodate other community facilities; or
- iii. The community facility can be fully retained, enhanced or reinstated as part of any redevelopment of the building or land; or
- iv. Appropriate replacement community facilities are provided in a suitable alternative location.

The applicants have stated that the basketball court is causing concern in the local community as it attracts anti-social behaviour. However, this is not corroborated by comments received from the public in response to consultation. The Police have commented that there have been a limited number of anti-social behaviour reports and cannabis has been smoked there, but there have been no recent reports of any trouble. The court is used by children before and after school hours and is an actively used free community facility.

Referring to the new community / sports building, the Council's community officer has advised that there is not an acute shortage for more facilities to meet the needs of the community, but that is not to say that the local community would not like more, better or newer facilities.

The Sports Development Team has advised that it is not clear what the sports facility would be and that there is no known shortage of local sports facilities. However, they are supportive of the proposal in principle.

The main issue with this proposal is its viability. In short, how can the 'community use' of the new facility be safeguarded in perpetuity. For the facilities to be meaningful to the local community, they would need to be easy to book/hire, available at an affordable rent (comparable to other facilities in the area), fully accessible to disabled people, and managed by an organisation that is either a community organisation, or that fully understands how a true community organisation should function, in order to respond to changing, local needs. Many paid-for activities in community centres, e.g. yoga/fitness/sports classes, child care facilities, 'slimming world' type services, etc. are able to pay much higher hire fees than general, local community activities. Their access to affordable, centrally-located facilities such as this proposal is likely to price local activities out of the market, which would disadvantage the local community. To safeguard against this, the lettings policy must make special provision for local hirers/activities to ensure that the local community will always have access to the new facilities, for example, through priority booking.

There is a risk that a large, new community facility could adversely affect the viability of existing facilities in the Redcliffe area. This would be especially true if the new facilities were offered at a low rent initially, in order to attract new users. If the owner of the new facilities could sustain low-cost lettings for an initial period, community facilities operated by other organisations could lose users and could easily close down - most community-based organisations struggle financially and would be unable to continue to operate if many of its users were attracted to new, cheaper facilities nearby. Communities would be severely impacted if prices at the new facilities were then increased after the initial period, after other facilities nearby had closed down.

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In response to these concerns the applicants have advised as follows:

- The facility would be a double height 8,000 sq ft space that could be used in a multitude of different ways and which could respond to changing needs amongst the community and young people.
- There are no youth facilities in the Prewett Street area that are inclusive for young people. There is a youth worker employed from St. Mary Redcliffe Church that has a strong religious intent. The Faith Space facility does not provide youth facilities for local people. The sports pitches and swimming pool at St. Mary Redcliffe School are available for hire at full price.
- St. Mary Redcliffe School offer no concessionary rates for local people. This is prohibitive.
- There are very limited options for young people in the Prewett Street area.
- Strong interest has been shown from 'Shine', which is Bristol's largest independent sports provider of childcare provision and holiday clubs for children. They also provide apprenticeships in the sports industry. Shine would be a major tenant of the sports centre. Shine are committed to offer discounted rates to local young people who will register with proof of local address.
- Strong interest has been shown from Reid Football. Colin Reid is statistically the most successful football coach in the country. He has over 90 professional football players to his credit, ten of whom have played for the senior England team. Colin Reid along with Lawrence Ashworth run a very successful Btech Football course in Chingford, London. Reid Football are very interested in running a similar course at Prewett Street. This will be open to boys and girls from the age of 16 years old and will be UCAS accredited. This will enable young people who successfully complete the course to go on to University. Reid Football also work with SportsBridge who have strong links with Universities and Colleges in the USA. Shine and Reid Football would complement each other and will offer life changing opportunity for young people in the Prewett Street area.
- The facilities would also be available to wider parts of the community and throughout Bristol at full cost.

The applicant has also agreed to the following principles in the operation of the sports / community building (to be included in a Section 106 legal agreement):

- The facility will not be run at a profit
- Any profit there might be would go into a sink fund for maintenance
- There would be no liability to Bristol City council
- If the facility is not self-sufficient then the space would be converted for use as affordable homes
- There would be on-going discussions with the Council

Summary:

At first glance this appears as a very generous offer that would make a significant addition to community/sports facilities in the local area. However, its provision raises questions over its

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management to ensure it is a genuine community facility for local people, and its viability in the medium to long term. There would always be an element of risk that cannot be overcome and if the venture fails, the existing community facility, the basketball court, would be lost and not replaced.

On balance however, given the positive attributes of what is proposed, it is not felt that the uncertainty over the future of the facility and the possible eventual loss of a community facility should be a further reason to refuse the scheme.

J: WOULD THE PROPOSED DEVELOPMENT SATISFACTORILY ADDRESS TRANSPORT AND MOVEMENT ISSUES?

Policy BCS10 and DM23 seek to ensure that new development is accessible by sustainable transport methods such as walking, cycling and public transport. Development should also not give rise to unacceptable traffic conditions.

The site is in a sustainable location due to its proximity to the city centre, Temple Meads Station and several principle bus routes. It is located on a strategic pedestrian link between Redcliffe Hill major transport corridor, Temple Meads Station and the Temple Quarter Enterprise Zone. It is within the Redcliffe Residents Parking Scheme.

The development is proposed to be car free and this is considered acceptable as it does not raise any safety concerns. This is because any parking on-street can be effectively controlled (due to residents parking scheme) to reduce issues about safety.

Initial comments received from Transport Development Management were that the proposed layout was inadequate as it did not provide a satisfactory public realm to provide for pedestrians or servicing requirements. Specific points of objection were as follows:

- The proposal worsened passenger transport facilities through the removal of a bus stop
- No effective waste collection facilities are provided
- The cycle parking proposals are inadequate
- The loading and servicing facilities are inadequate, and
- The proposed planting and build-outs shown in the highway create obstruction, an excessive highway maintenance burden, do not create an acceptable public realm and are considered unsafe

In response to these comments amended plans were received (on 7th November 2018), however, several objections remain as set out below:

Public Transport: The applicants have agreed in principle to put in improved facilities for the bus stop on Somerset Street, but this is not shown on the revised plans, and conflicts with the proposed loading bay. The contribution to the bus shelter is not included within the heads of terms.

Refuse: The applicants rely on a waste management strategy, depending on the use of management operatives to deliver the bins to the refuse collectors at a set time. However, a development of this size must have adequately located refuse storage facilities and should not have to rely on a management strategy to move a significant number of refuse containers to and from the edge of the carriageway for collection by the refuse collection company. The resultant obstruction caused to the highway is considered unacceptable.

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Cycling: The lack of adequate cycling provision is not acceptable. There is no parking provision for the site, and the failure to provide easily accessible alternative facilities is not acceptable, and is contrary to all city centre development precedents.

Loading: The proposal has not taken into consideration the parking opposite, has not demonstrated that tracking into the bay can be achieved, and has not demonstrated that the capacity of the loading bay will be adequate. A development of 196 residential units with no parking will have a high demand for loading – as deliveries will be heavily relied upon. The planters cause an obstruction and maintenance liability, and are unnecessary.

Pedestrian provision: The proposals for the frontage do not demonstrate adequate facilities for pedestrians. The widening of the carriageway reduces conflict, but has the potential to increase traffic speeds. The development will bring considerable additional movements by pedestrians, cyclists and vehicles (whilst there will be no parking, there will still be vehicular movements to and from the site, over and above the existing use). The applicants' objections to the installation of a speed table or similar pedestrian improvements to the frontage of a development of this size and significance is unacceptable and fails to demonstrate an improved environment for pedestrians and cyclists, whilst failing to reduce the impact on road safety arising from the proposals. The proposals shown on the proposed site plan do not demonstrate an adequately wide footway to the frontage of the site; there are no dimensions shown. A minimum of 3m around the site frontage in Prewett Street and Somerset Street is required. The application therefore fails to demonstrate a safe environment and sufficient improvements to the public realm for pedestrians and cyclists, contrary to policy BCS10, BCS13 and DM23.

Additional issues are that:

The Travel Plan has not been approved. The applicants have agreed in principle to pay monitoring fees, and any measures arising from the s106, but there are no measures agreed. This is contrary to BCS10, BCS13, and DM23.

There is no disabled parking provision on site. A development of this size should provide a minimum of 6 disabled bays, and provision for this should be made within the site. This is contrary to policy DM23.

As the application stands, for all the above reasons as the development is unacceptable.

K: IS THE PROPOSED RETAIL STORE ACCEPTABLE IN THIS LOCATION?

The proposals include an A1 retail unit at ground floor in excess of 200 square metres outside an existing Primary Shopping Area. A unit of this size is defined as a 'larger scale' retail development in the Bristol Central Area Plan. Policy BCAP14 states that such proposals may be acceptable where they would not be harmful to the vitality, viability and retail function of identified shopping areas.

A retail impact assessment was submitted to assess these issues which concluded that the new store would not harm the vitality, viability or retail function of any identified shopping areas.

L: WOULD THE PROPOSAL SATISFACTORILY ADDRESS SUSTAINABILITY AND CLIMATE CHANGE ISSUES?

Policies BCS13 to BCS15 of the Bristol Development Framework Core Strategy forms a suite of planning policies relating to climate change and sustainability. It requires development to both mitigate and adapt to climate change. This includes new development to minimise its energy

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requirements, address issues of sustainable design and construction and also water management issues to reduce surface-water run-off.

In terms of compliance with these policies, the following comments are made:

BCS13: Climate Change. This policy requires development to include site layouts and approaches to design and construction which provide resilience to climate change. The assessment initially submitted indicated that dwellings would be likely to suffer overheating under future (2050) climatic conditions, and suggested that overheating can be mitigated by the following building adaptations:

- Introduction of blinds
- Strategic planting on communal terraces
- External shutters to reduce solar gain; and
- Additional mechanical cooling

This was not considered suitable, however, further revisions were submitted detailing additional ventilation which would mitigate the risk of overheating in future climate (2050) scenarios and the proposals are now considered acceptable.

BCS14 concerns sustainable energy, and requires that sufficient renewable energy generation is provided in new developments to reduce carbon dioxide emissions from residual energy use by at least 20%. The energy statement submitted with the application demonstrates that this would be achieved, with a 21% reduction in carbon dioxide emissions below residual emissions.

BCS15 concerns sustainable design and construction. The submitted sustainability statement sets out an appropriate approach to waste and recycling, water use, materials specification and green infrastructure.

The water management and drainage proposals are also considered satisfactory.

M: DOES THE PROPOSED DEVELOPMENT SATISFACTORILY ADDRESS NATURE CONSERVATION CONCERNS?

An Ecological Summary document was submitted with the application and not a full Preliminary Ecological Appraisal which the applicants were advised at pre application stage should have been submitted.

The Ecological Summary dated August 2017, and which was carried out in July 2017, recommends that further bat surveys are undertaken. These further bat surveys have not been submitted. In accordance with central government guidance, and as advised at pre-application stage, bat surveys should be undertaken prior to the determination of a planning application and not conditioned.

As a result the proposal does not comply with policy DM19 which requires that development likely to have any impact upon habitat, species or features which contribute to nature conservation is expected to be informed by an appropriate survey and assessment of impacts.

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N: Equalities Assessment

During the determination of this application due regard has been given to the impact of this scheme in relation to the Equalities Act 2010 in terms of its impact upon key equalities protected characteristics. These characteristics are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. There is no indication or evidence that different groups have or would have different needs, experiences, issues and priorities in relation to this particular proposed development. Overall, it is considered that neither the approval nor refusal of this application would have any significant adverse impact upon different groups or implications for the Equalities Act 2010.

PLANNING BALANCE

Whilst the principle of the proposed use is acceptable, the proposal is not, and cannot be considered to represent a sustainable form of development. The remaining paragraphs will briefly outline the planning balancing exercise.

Paragraph 8 of the NPPF outlines the three objectives of the planning system that together achieve sustainable development: economic, social and environmental. Officers recognise the development would provide a contribution to Bristol's stock of much needed housing, and positive weight is attributed to this provision. Similarly, positive weight is afforded to the development in recognition that the site represents previously developed land. Officers are also aware of the economic benefits the development would represent, as well as the additional short term economic benefits that the construction of the development would fulfil.

However, as this report demonstrates, the development would result in a number of adverse social and environmental impacts meaning the development cannot be considered to be sustainable development as outlined in paragraph 10 of the NPPF and policy DM1. The proposal fails to respond to the pattern, layout, scale and massing of existing development in the area, and as a result materially harms the character of the area having an unacceptable quality of design, and a harmful impact on the Grade 1 listed St Mary Redcliffe Church and other designated and non-designated heritage assets. As paragraph 124 of the NPPF recognises, good design is a key aspect of sustainable development, and this is also evident in paragraph 8 of the NPPF where a well-designed built environment is considered to be a central facet to both the social and environmental objectives of sustainable development. The development is also considered to have an overbearing presence and overshadowing impact on the residential amenity of the nearby neighbouring occupiers, contrary to the social and environmental objectives of sustainable development.

Overall, the identified adverse impacts of permitting this development would individually, as well as cumulatively, act to significantly and demonstrably outweigh the identified benefits of this development when assessed against policies in the Council's Development Plan and the NPPF when taken as a whole. Accordingly, the application is recommended to be refused.

Notwithstanding this, officers have worked proactively with the applicant and their team in order to seek solutions to issues, such as policy compliant affordable housing provision, the proposed management of the community/sports hall and addressing sustainability concerns. However, the proposal's poor design quality, harmful impact on heritage assets, poor dwelling mix and detrimental impact on neighbours, issues that were all raised with the applicant at the pre application stage, have not been overcome within this application. As stated, the application is recommended for refusal.

Development Control Committee A – 28 November 2018
Application No. 18/01890/F : The Bell 7 Prewett Street Bristol BS1 6PB

REASONS FOR REFUSAL:

1. Urban Design

The proposed development, by reason of its siting, scale, massing, urban form and architectural detailing fails to contribute positively to the urban character and identity of the area and as such fails to create or reinforce local distinctiveness. The proposed development is therefore contrary to policies BCS2, BCS20 and BCS21 of the Core Strategy (2011); policies DM26, DM27 and DM29 of the Site Allocations and Development Management Policies (2014); policy BCAP47 of the Bristol Central Area Plan (2015) and the provisions of the National Planning Policy Framework.

2. Heritage Assets

The proposed development, by reason of its siting, scale, massing, urban-form, detailed design and architectural detailing represents harm to both designated and non-designated heritage assets. This includes the Grade I listed St Mary Redcliffe Church, Grade II listed assets surrounding St Mary Redcliffe, including those on Colston Parade and Redcliffe Parade, and the character and appearance of the City Docks Conservation Area. The non-designated assets harmed by this development include the Redcliffe Estate and the complete loss of the Bell public house. There is a lack of robust justification for the proposed works, or evidence suggesting that wider public benefits will be secured such that would outweigh the identified harm to the heritage assets identified above. The application is subsequently contrary to guidance contained within Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990; Section 16 of the National Planning Policy Framework (2018); policy BCS2, BCS22 of the Core Strategy (2011); and policy DM31 of the Site Allocations and Development Management Policies (2014).

3. Landscaping and loss of trees

The proposed development includes the provision of a substandard landscaping scheme which would result in a public realm of reduced quality. The development also includes the loss of mature trees that currently make a significant contribution to the character and appearance of the area. As such the proposals are contrary to policies BCS9 and BCS21 of the Core Strategy (2011); and policies DM15, DM17 and DM28 of the Site Allocations and Development Management Policies (2014).

4. Residential Amenity

The proposed development, by reason of its siting, scale, massing and urban form would prejudice the levels of daylight currently experienced by the existing residents of both Corinthian Court and Magdalena Court. In addition the proposed development would appear as an overbearing, oppressive structure for these residents. As such the proposals would materially harm the amenities of existing residents contrary to policy BCS21 of the Core Strategy (2011); policies DM27 and DM29 and the provisions of the National Planning Policy Framework.

5. Living Conditions

The proposed development, by reason of its design to incorporate large numbers of single aspect dwellings, in addition to creating a number of dwellings that fail to meet BRE daylight standards, has failed to provide adequate living conditions for future residents. As such the proposals are contrary to policy BCS21 of the Core Strategy (2011); policies DM29 of the Site Allocations and

Development Control Committee A – 28 November 2018
Application No. 18/01890/F : The Bell 7 Prewett Street Bristol BS1 6PB

Development Management Policies (2014) and the provisions of the National Planning Policy Framework.

6. Dwelling Mix

The proposed development consists entirely of one and two bedroom flats and in so doing fails to provide any family sized homes. As such the proposals are contrary to policy BCS18 of the Core Strategy (2011); and policy BCAP3 of the Bristol Central Area Plan (2015).

7. Transport and Movement

The proposed development is unacceptable for the following reasons:

- The proposal does not include improved facilities for the bus stop on Somerset Street and it conflicts with the proposed loading bay
- No effective waste collection facilities are provided
- The cycle parking proposals are inadequate
- The loading and servicing facilities are inadequate, and
- The facilities provided for pedestrians and cyclists are inadequate and would not create an acceptable public realm
- The travel plan has not been approved
- There is no disabled parking on site. 6 disabled bays are required.

For these reasons the proposals are contrary to policies BCS10 and BCS13 of the Core Strategy (2011); and policies DM23 of the Site Allocations and Development Management Policies (2014).

8. Nature Conservation

In the absence of an up-to-date bat survey, the proposed development fails to comply with policy DM19 of the Site Allocations and Development Management Policies (2014) which requires that development likely to have any impact upon habitat, species or features which contribute to nature conservation is expected to be informed by an appropriate survey and assessment of impacts.



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Jo Davis
National Head of Planning Development & Regeneration
St Catherine's Court
Berkeley Place
Bristol, BS8 1BQ

AHC/ND/9727

5 November 2018

Dear Jo,

**RE: Proposed redevelopment scheme at 7 Prewett Street, Bristol , BS1
6PB: LPA Ref: 18/01890/F**

I am writing following my recent site visit to Prewett Street and the surrounding area in connection with the objections made by Historic England to the above planning application in their letter to Bristol City Council dated 25 May 2018.

That letter focused on Historic England's view that the proposed redevelopment of the site would be '*highly damaging*' to the setting of the Grade I listed Church of St Mary Redcliffe and it is therefore on this issue that my letter also concentrates.

For the detailed reasons set out in this letter, I cannot agree with Historic England's position that the proposed redevelopment would be '*highly damaging*' to the setting of the Grade I listed Church (or indeed to the setting of any other designated heritage asset) and I am instead firmly of the opinion that, if any degree of 'heritage harm' is caused by the proposed redevelopment, it falls towards the lower end of the spectrum of '*less than substantial harm*' as that term is defined and used in the NPPF and associated (N)PPG.

To begin though with the points where I do agree with the contents of Historic England's letter, I of course fully acknowledge the historic and architectural significance of the Church of St. Mary Redcliffe itself (its Grade I listing is clearly fully warranted), together with the importance that needs to be attached to safeguarding its setting and status *as 'a defining image of the city'*.

It is in this context that I carried out my own overview assessment of the impact of the redevelopment proposals on the setting of the church, and particularly on the significance of its spire as a landmark or 'way finder' feature, an aspect made much of in Historic England's letter.

There are, of course, some places in the immediate vicinity of the application site (as well as further afield) where existing views of the church spire will be partly or largely obscured by the proposed redevelopment in the limited gaps between the tall post-war tower blocks that lie to the south of the church or from Clarence Road, but none of these views is of any identified heritage value and they all lie outside the Redcliffe Conservation Area or any other conservation area.

It is stated in the Historic England letter that these public housing blocks were *'...designed with some sympathy to the setting of the church, preserving key views of the building without intrusion into its Gothic silhouette, partially due to their being set some distance away from the church to provide it with a visual buffer'*, but to date the only actual evidence I have seen to support this opinion is the similar statement in the comments of the City Design Group (3 May 2018) that *'The Redcliff Estate was designed by the City Architect Albert Clarke and the layout of the blocks carefully considered maintaining and enhancing views of St Mary Redcliffe church at the heart of the community. Viewing corridors were established and development plots set out between them to preserve views'*.

This may very well have been the case when the estate was laid out and built in the 1950s **and extended in the early '60s**, but it is just as (if not more) important to note in the context of the redevelopment proposals that the character and appearance of this area, together with the views across it, have changed significantly since over the last 60 years or so.

Certainly, it is hard to see how alteration to (or even partial loss) of these existing views across the estate could be used as a legitimate heritage-based justification for refusing planning permission for the redevelopment proposals.

Moving now to the 27 representative viewpoints included in the detailed Landscape Visual Impact Assessment (LVIA) prepared by Nicholas Pearson Associates in April 2018, a document strangely not even mentioned in the Historic England letter, it is very clear that no truly significant views of the spire are lost or even partially obscured as a direct result of the redevelopment proposals.

This is clearly key to preserving **the spire's undeniably important role as 'a defining image of the city', as referred to** by Historic England, and in this connection it is not helpful for Historic England to make comments such as the proposed redevelopment **'should not be visible above St Mary Redcliffe and not screen key views of its spire'** when the redevelopment is not in fact visible above it and it does not screen key views of its spire.

Likewise, the concern behind the Historic England comment that *'In views from Redcliffe Way the proposed building will be considerably in excess of the established building heights in the context of the church, rising above the height of its 14th century lady chapel in certain views* (unhelpfully, these are not specified), *removing the ability of the viewer to experience its exceptional silhouette without encumbrance'* is hard to follow given that the lady chapel is one of the lowest parts of the church and both the main body of the church and obviously the spire rise considerably above it. The proposed redevelopment site is, of course, also set back well behind the church.

Returning to the supposedly harmful impact of the proposed redevelopment on the church spire, Historic England would also do well to remember their own sensible and pragmatic advice, set out on p.7 of **'The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning - Note 3** (2nd. edition December 2017), which I quote here *verbatim*: ***'Being tall structures, church towers and spires are often widely visible across land- and townscapes but, where development does not impact on the significance of heritage assets visible in a wider setting or where not allowing significance to be appreciated, they are unlikely to be affected by small-scale development, unless that development***

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competes with them, as tower blocks and wind turbines may. Even then, such an impact is more likely to be on the landscape values of the tower or spire rather than the heritage values, unless the development impacts on its significance, for instance by impacting on a designed or associative view'.

In other words, the simple fact that a particular existing view may be altered or even lost as a result of a redevelopment proposal should not necessarily be equated with harm in heritage terms.

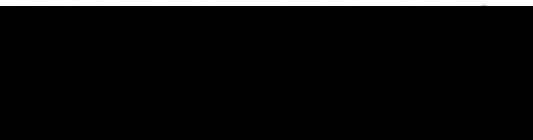
Finally, brief mention should be made here to Historic England's failure in their objection letter to make proper use of the recognized terminology used in the NPPF and (N)PPG for assessing the level of harm that a development proposal might be considered to cause to designated heritage assets.

The terms '*highly damaging*' and '*severe harmful impact*' used in the letter do not appear in either the NPPF or the (N)PPG, but Historic England, presumably aware that the degree of harm they believe is caused could not credibly be called '*substantial*', appear reluctant to use the correct term – '*less than substantial*' – and use the terms they have chosen in its place.

This is not mere semantics, but is important in that, when determining the planning application, Bristol City Council should be assessing the redevelopment proposals in the context of paragraph 196 not paragraph 195 of the recently reissued NPPF, as a reading of Historic England's letter might seem to suggest.

I hope you find this letter helpful in your continuing dialogue with the City Council over the application proposals.

Yours sincerely,



**Dr Nicholas Doggett, FSA, MCIfA, IHBC
Managing Director**

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SOUTH WEST OFFICE

Mr Paul Chick
Bristol City Council
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Bristol
BS1 5UY

Direct Dial: 0117 975 0717

Our ref: P00893650

8 November 2018

Dear Mr Chick

**T&CP (Development Management Procedure) (England) Order 2015
& Planning (Listed Buildings & Conservation Areas) Regulations 1990
THE BELL , 7 PREWETT STREET , BRISTOL , BS1 6PB
Application No. 18/01890/F**

Your conservation officer has forwarded me correspondence from the developer of the proposed building at Prewett Street, Redcliffe, responding to our advice of 25 May 2018. On the basis of this information, we offer the following advice to assist your authority in determining the application.

Historic England Advice

In my letter of 25 May I set out Historic England's objections to the proposals, citing the impact it would have on the setting of the Grade I listed St Mary Redcliffe Church, a building of international significance. I also referred to the poor quality design of the proposed building and its lack of contextual reference with its surroundings.

We remain of the view that the proposed building would have a seriously harmful impact on the setting of the Grade I listed church, particularly in the key approach from the Redcliffe Way bascule bridge where the proposed building would visually coalesce with the church.

Views from the Redcliffe bascule bridge are currently partially screened by vegetation on the roundabout. The roundabout will be removed in the near future, as required by policy BC40 of the Bristol Central Area Plan which sets out a plan for Redcliffe Way, including a "significantly improved setting for St. Mary Redcliffe church, (and) improved links between north and south Redcliffe through the removal of the existing roundabout". As Redcliffe Way is transformed and particularly when the roundabout or its trees are removed, the proposed building would loom behind the Lady Chapel of St Mary Redcliffe in this key view.

The proposed building would screen the spire of the church in views from the Bath & Wells road at the point it passes over the railway lines South of Temple Meads. These important views (12a and 12b in the applicant's landscape and visual impact



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assessment) create a sense of arrival in the city, where the spire is read alongside the Cabot Tower and Wills Memorial Tower. Views from the Bath & Wells Road will assume all the more importance as development begins in the Enterprise Zone around Temple Meads. From these positions you can appreciate the care with which the Redcliffe estate was laid out in the 1950s, its large slab blocks positioned to retain the visual primacy of the church spire in the streetscape.

In their response to my earlier letter, the applicant's heritage consultant questions whether the Redcliffe Estate was laid out in response to views of the church. In a speech given on 28 September 1959, City architect Albert H Clarke is quoted as saying "Relating new development to important old buildings is a particularly interesting problem, and the south side of Redcliffe Hill and its relationship to St Mary Redcliffe Church is an excellent example. Here, it was essential to relate layout and scale of new buildings to a superb and historic monument." A transcript of this speech can be found in the City archives, and some of Clarke's sketches can be seen here: http://maps.bristol.gov.uk/arcgis/rest/services/ext/kyp_new_contrib/FeatureServer/0/464499/attachments/328080

NPPF paragraph 193 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 (and the more important the asset, the greater the weight should be).

We agree that the harm is less than substantial, but NPPF 193 is clear: 'Great weight' should be given to the asset's conservation 'irrespective of whether any potential harm amounts to substantial harm, total loss, or less than substantial harm to its significance'. In the context of this application, we are talking about a serious adverse visual impact on what is arguably the finest building in Bristol. The term "less than substantial harm" potentially downplays a very serious impact. Less than substantial harm does not equate to a less than substantial objection.

Paragraph 194 of the NPPF provides further advice, stating that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. A clear and convincing justification is an unequivocal demonstration that any wider public benefits associated with the proposal (of which we are sure there are many) cannot be delivered in a way that minimises harm or perhaps avoids it altogether.

We do not believe that a building of this scale, massing, and design is the only way to deliver the quantum of development required. The justification is neither clear nor convincing. Redistributing the massing and revising the design could deliver an altogether more subtle building which may provide an appropriate foil to the magnificence of St Mary Redcliffe. It is notable that the proposals do not appear to have been independently scrutinised by a Design Review Panel.



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In their response to my original letter, the applicant's heritage consultant expresses surprise that we do not refer to the Landscape and Visual Impact Assessment supplied. This document has, of course, been very useful in our assessment of the proposals. However the selected viewpoints have been carefully chosen to downplay the potential impacts; if viewpoint 9a were a few steps further back the proposed building would visually envelop the Lady Chapel. There is a similar scenario with viewpoint 9b, where a few steps to the right and the same would occur. Views towards the church from the east end of Redcliffe Bridge are conspicuous by their absence. It is difficult to replicate the kinetic experience of viewing a piece of townscape in a printed document, but the visualisations provided are a useful reference in confirming the serious detrimental impacts of the proposals.

Recommendation

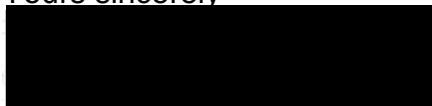
Historic England objects to the application on heritage grounds. We consider that the application does not meet the requirements of the NPPF, in particular paragraph numbers 193 and 194.

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. You should also consider the statutory duty under 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.

In respect of Policy BC40 of the Bristol Central Area plan, under section 38(6) of the Planning and Compulsory Purchase Act 2004 you are obliged to determine planning applications in accordance with the development plan unless material considerations indicate otherwise.

Your authority should take these representations into account in determining the application. If you propose to determine the application in its current form, please send us a copy of your report at the earliest opportunity, and be advised that we wish to register to speak at the planning committee meeting. Please contact me if we can be of further assistance.

Yours sincerely



Simon Hickman

Principal Inspector of Historic Buildings and Areas

E-mail: simon.hickman@HistoricEngland.org.uk



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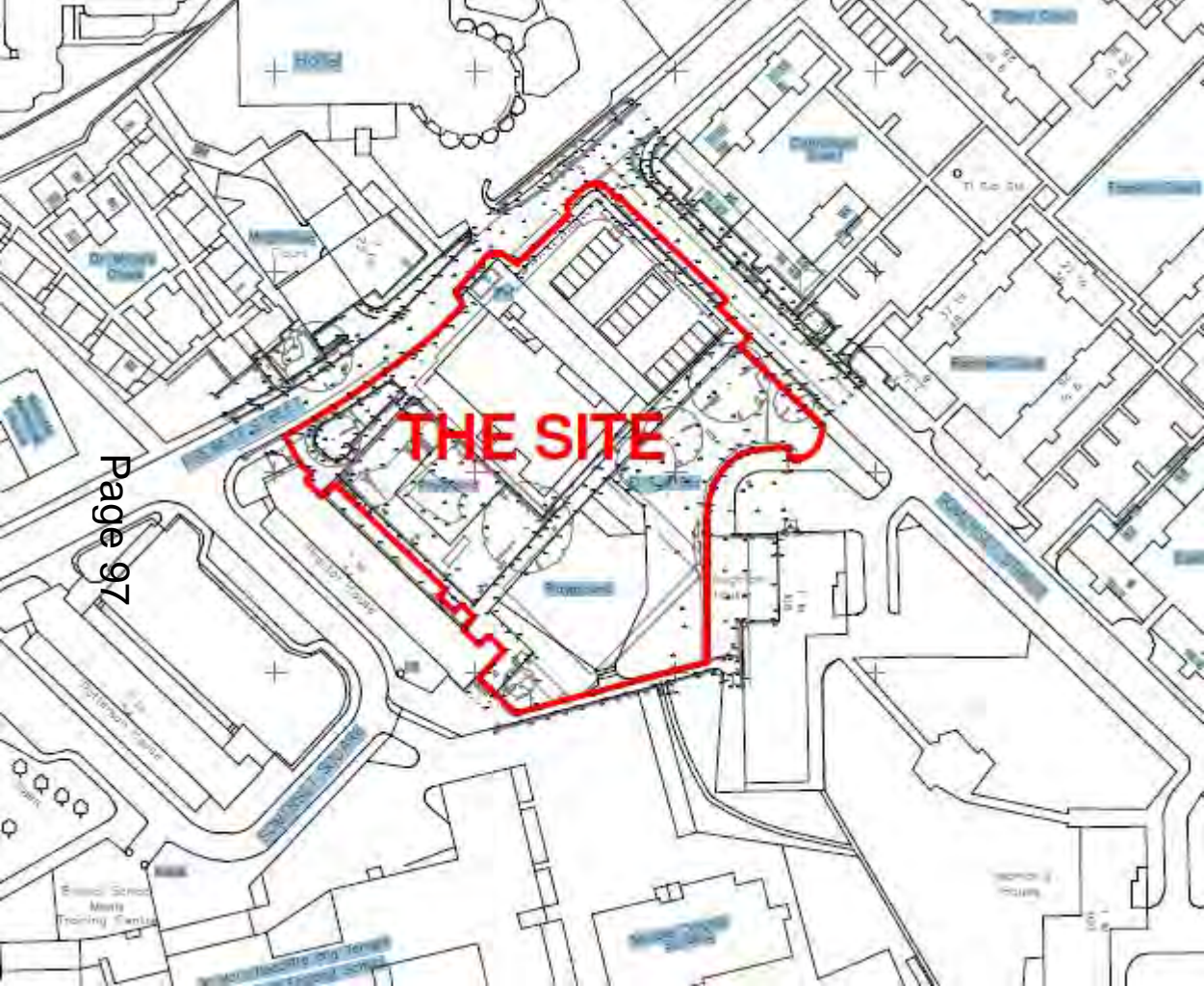
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Supporting Documents

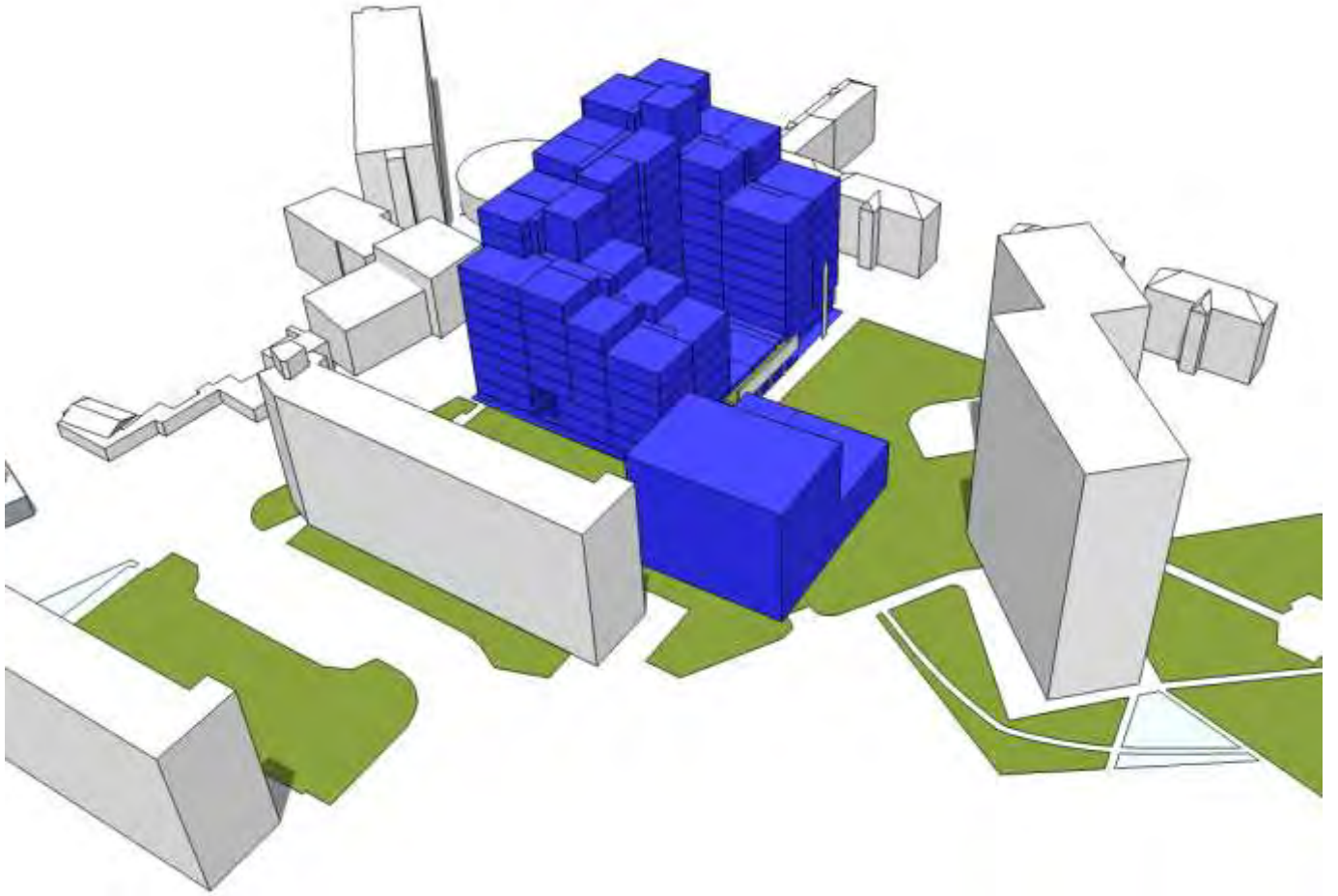
1. The Bell Prewett Street

1. Location plan
2. Block plan
3. Typical floor plan main building
4. Ground floor community, sports building
5. Site section 1
6. Site section 2
7. Site section 3
8. Site section 4
9. 3D Somerset Street, Prewett Street
10. 3D South West
11. 3D Various images

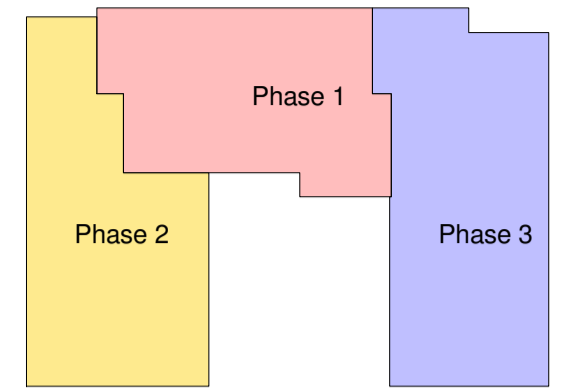


THE SITE

BLOCK PLAN

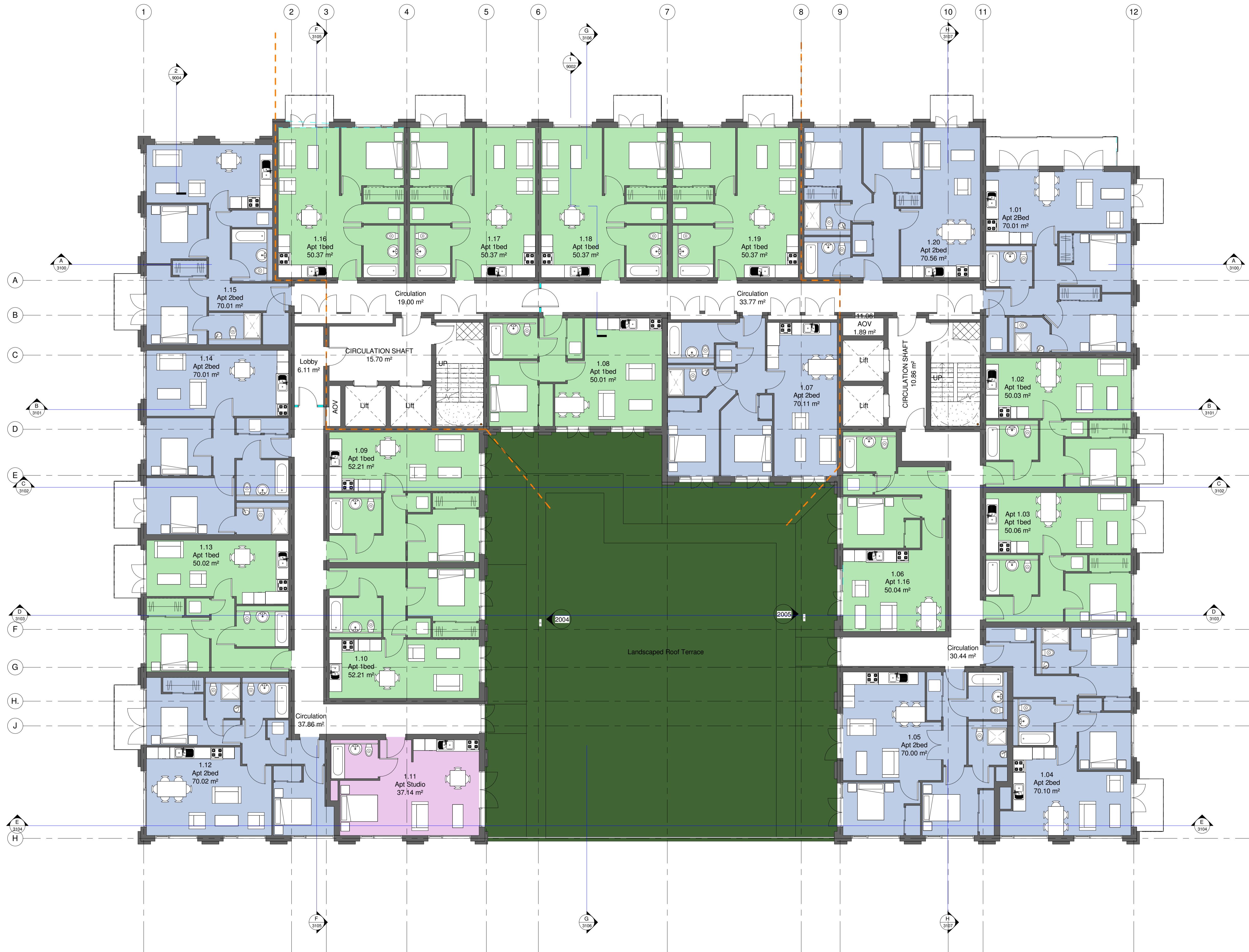


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Apartment Type Key Legend

- 2 bedroom apartment
- 1 bedroom apartment
- Studio apartment



PLANNING APPLICATION

No.	Revision Description	Date	By

THE BUSH CONSULTANCY

5.20 The Paintworks
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Client:

Project:
Residential Development, Prewett Street

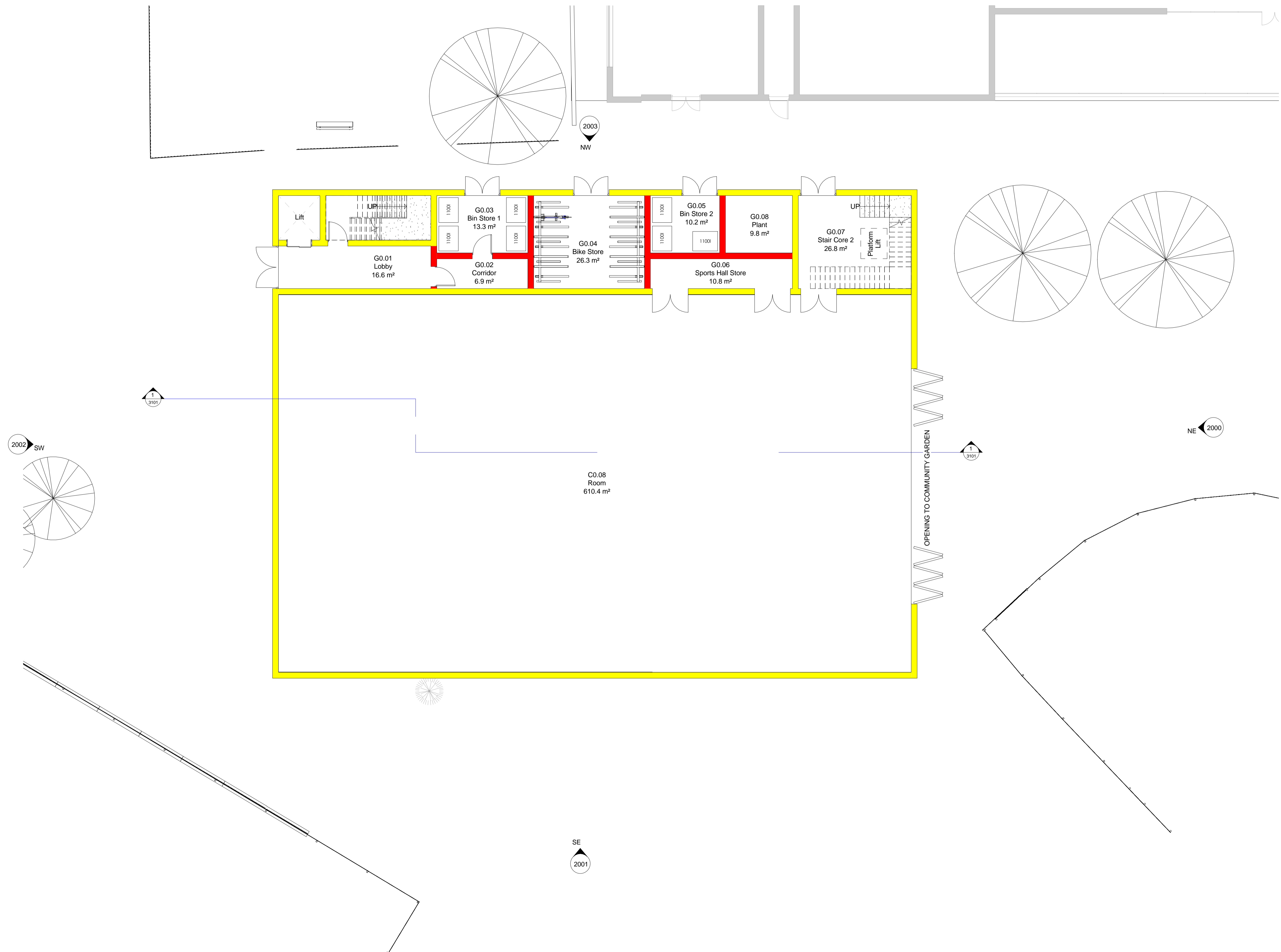
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Residential Building - Level 1 - First

Purpose of Issue:

Status:

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Project	Originator	Zone	Level
3333 - TBC - 01 - 01 - DR - A - 0203			



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DRAFT PLANNING APPLICATION

No.	Revision Description	Date	By
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Client:

Project:
Residential Development, Prewett Street

Drawing Title:
GF 0 - Ground Floor

Purpose of Issue:

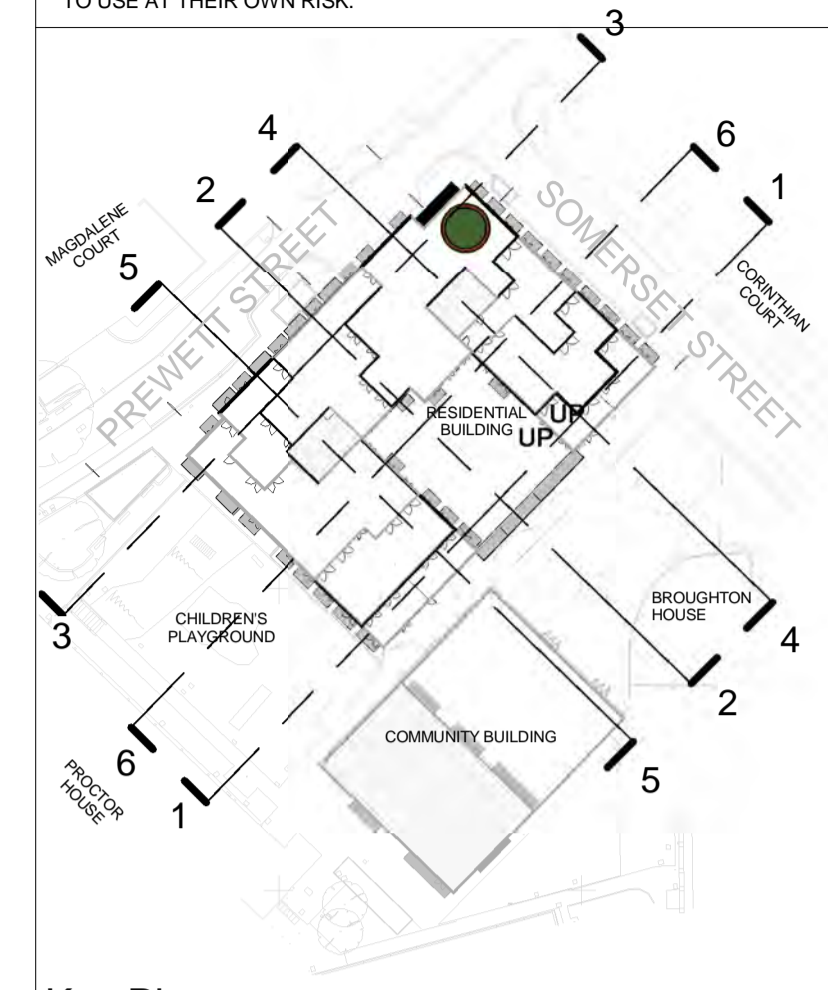
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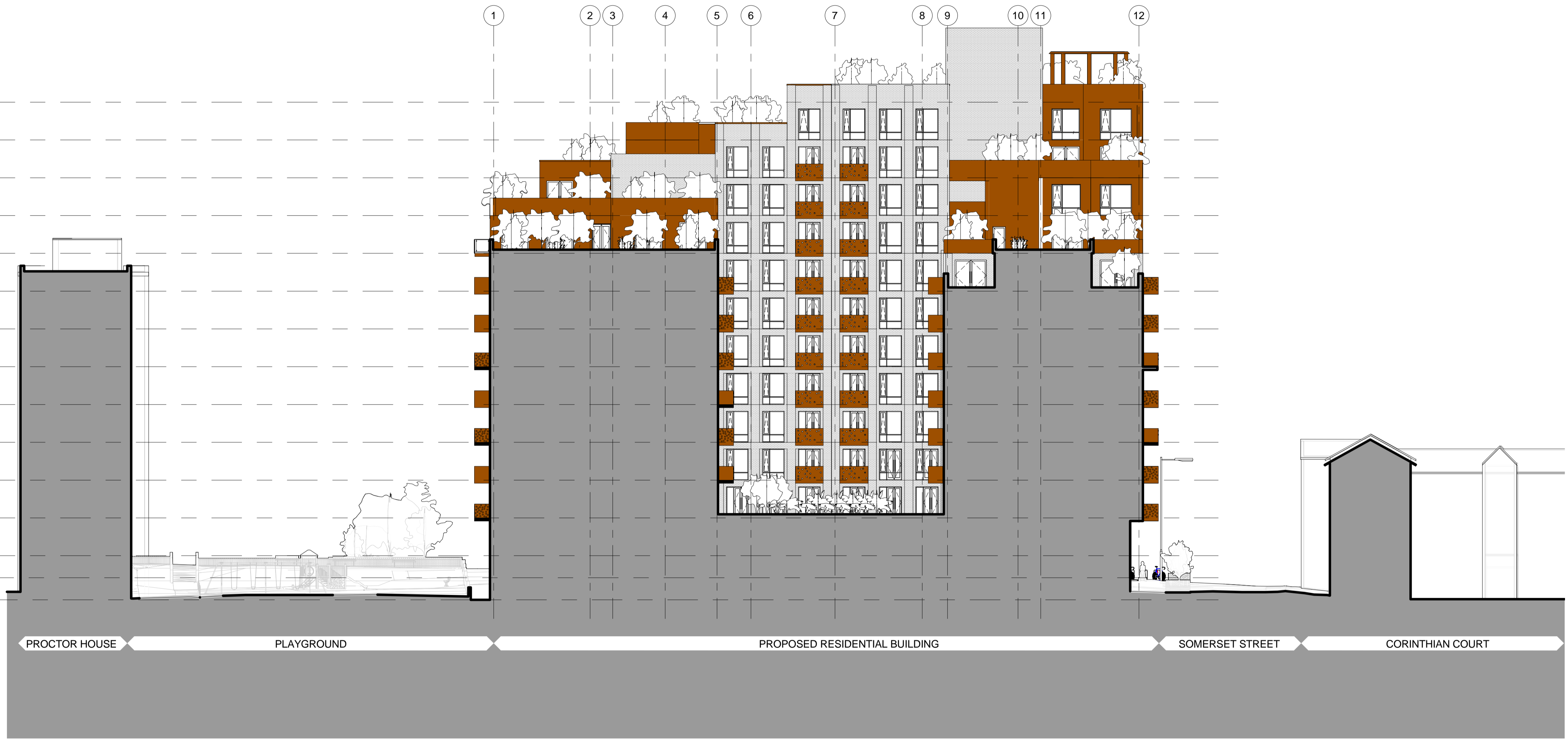
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Key Plan
1 : 1000

- Roof
55000
- Level 11 - Eleventh
52000
- Level 10 - Tenth
49000
- Level 9 - Ninth
46000
- Level 8 - Eighth
43000
- Level 7 - Seventh
40000
- Level 6 - Sixth
37000
- Level 5 - Fifth
34000
- Level 4 - Fourth
31000
- Level 3 - Third
28000
- Level 2 - Second
25000
- Level 1 - First
22000
- GF 2 - Street Level - Residential
19000
- GF 1 - Upper Ground Floor
17250
- GF 0 - Lower Ground Floor
15500



Site Section 1 Through Proctor House / Playground / Main building 1st Floor Terrace / Somerset Street

PLANNING
APPLICATION

No.	Revision Description	Date	By

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Client:

Project:
Residential Development, Prewett Street

Drawing Title:
Residential Building - Site Section 1

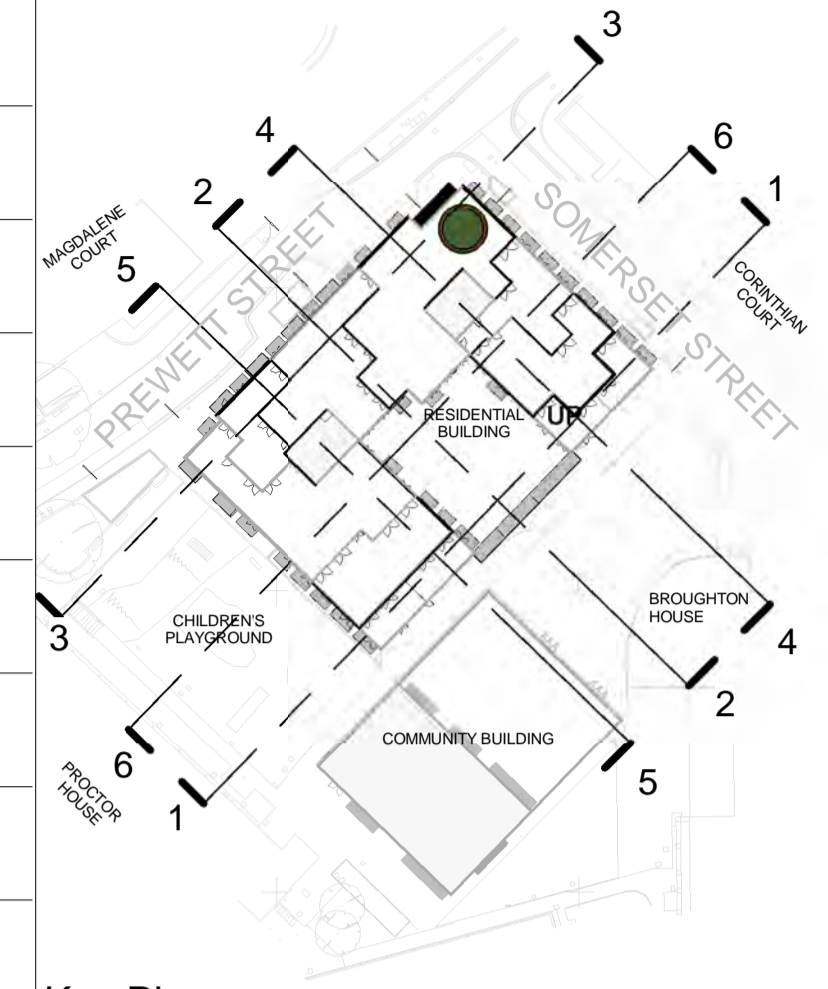
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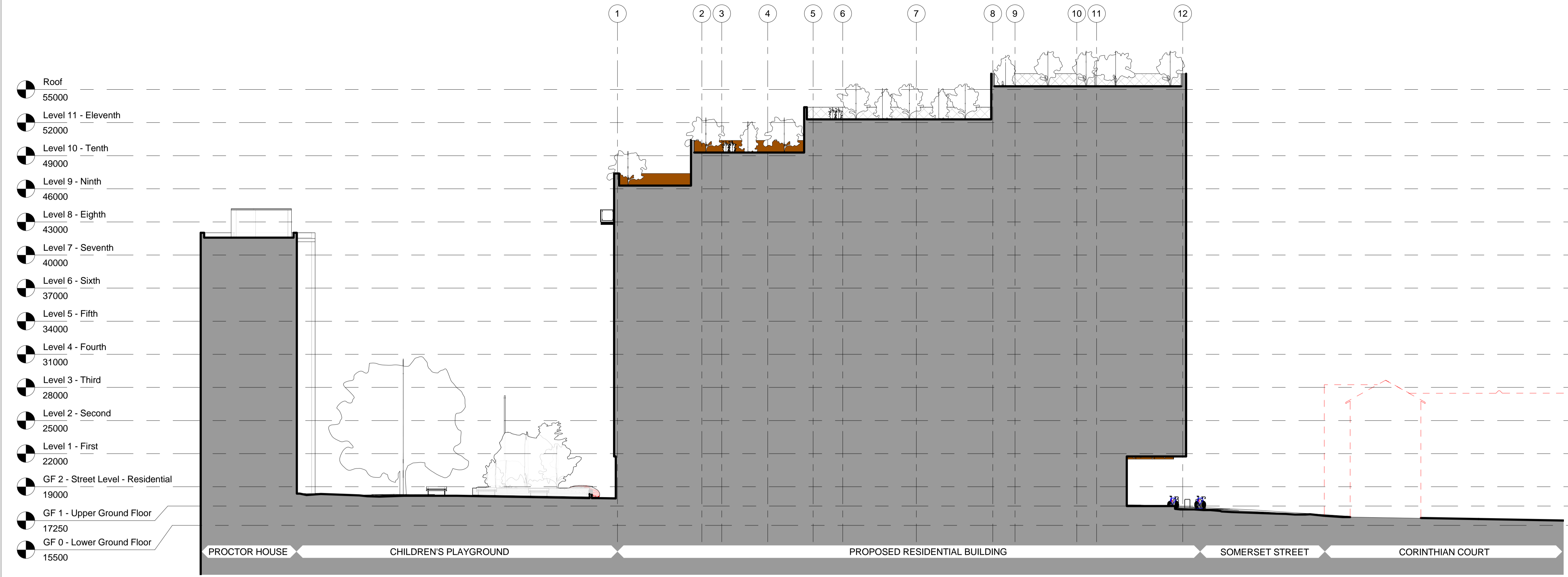
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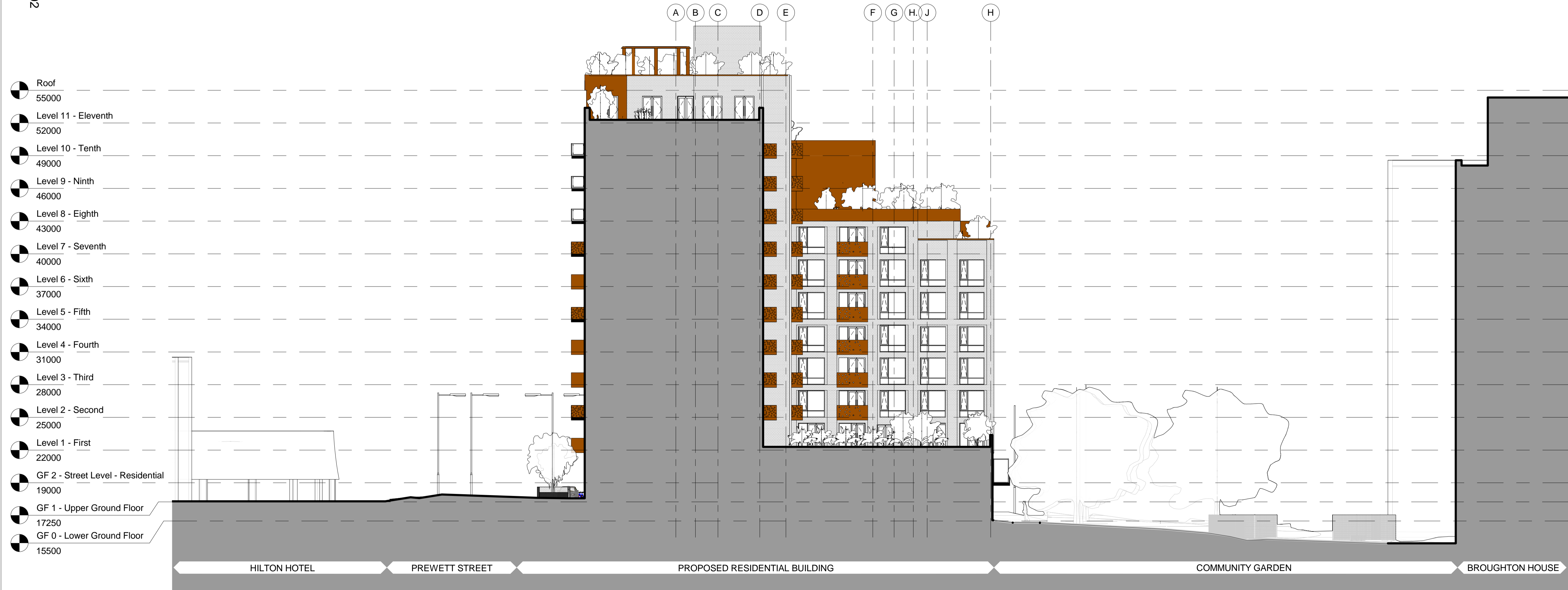


Key Plan
1:1000



Site Section 3
1:200

Page 102



Site Section 2
1:200

PLANNING APPLICATION

No.	Revision Description	Date	By

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Client:

Project:
Residential Development, Prewett Street

Drawing Title:
Residential Building - Site Section 2 & 3

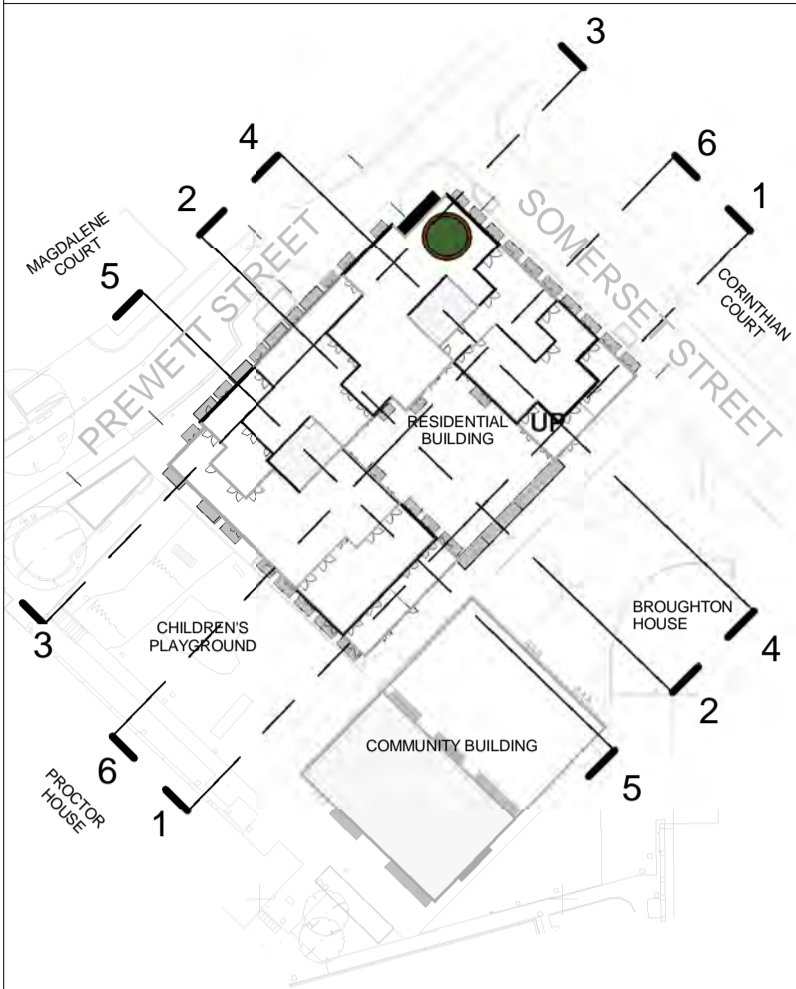
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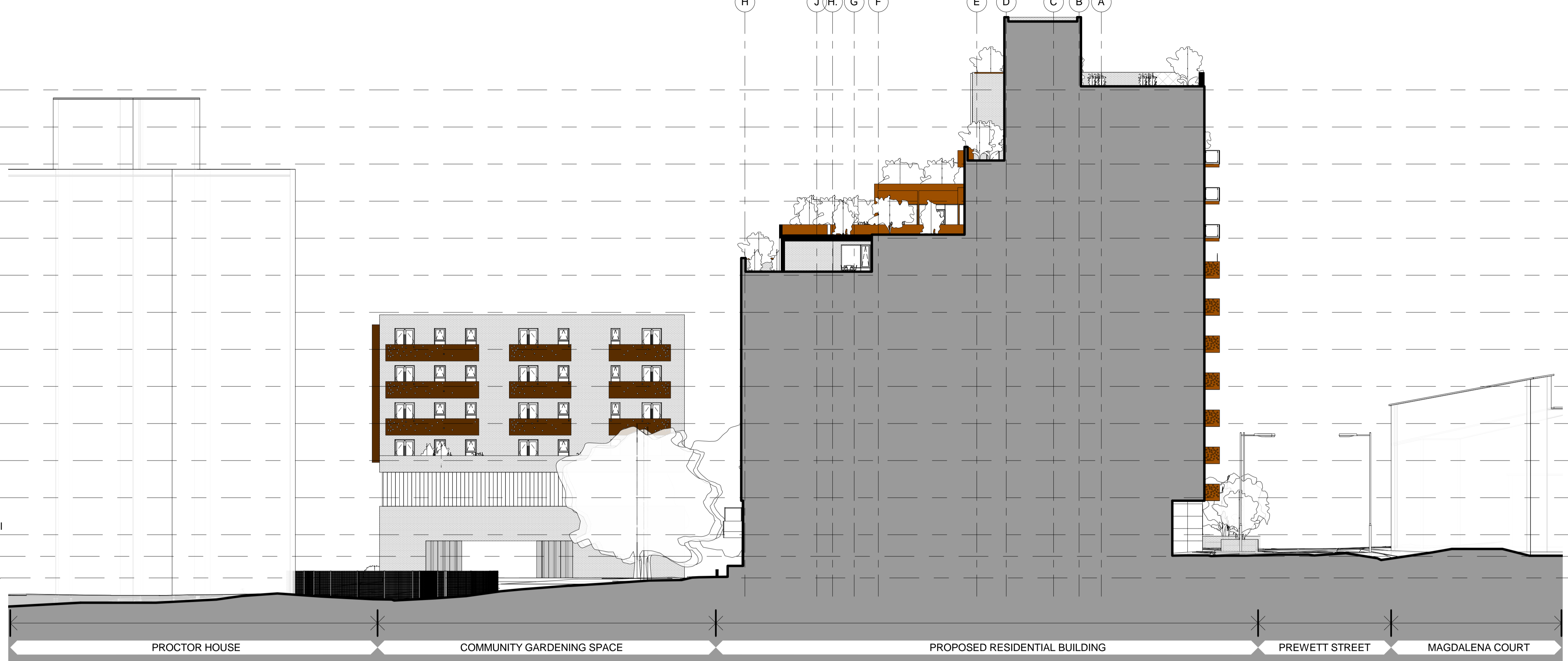
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3333	LOH	MK	12/13/17
Project	Originator	Zone	Level
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Key Plan
1 : 1000

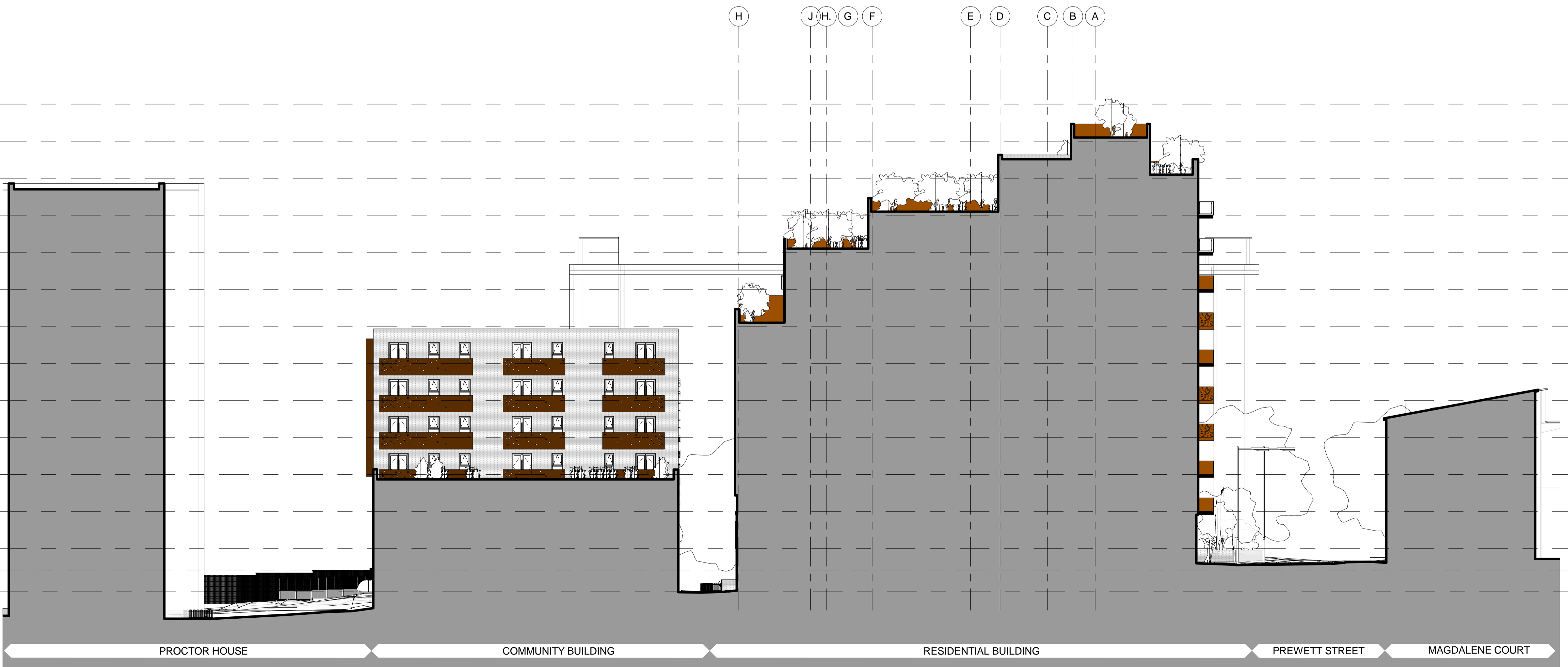
- Roof 55000
- Level 11 - Eleventh 52000
- Level 10 - Tenth 49000
- Level 9 - Ninth 46000
- Level 8 - Eighth 43000
- Level 7 - Seventh 40000
- Level 6 - Sixth 37000
- Level 5 - Fifth 34000
- Level 4 - Fourth 31000
- Level 3 - Third 28000
- Level 2 - Second 25000
- Level 1 - First 22000
- GF 2 - Street Level - Residential 19000
- GF 1 - Upper Ground Floor 17250
- GF 0 - Lower Ground Floor 15500



Site Section 4
1 : 200

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- Roof 55000
- Level 11 - Eleventh 52000
- Level 10 - Tenth 49000
- Level 9 - Ninth 46000
- Level 8 - Eighth 43000
- Level 7 - Seventh 40000
- Level 6 - Sixth 37000
- Level 5 - Fifth 34000
- Level 4 - Fourth 31000
- Level 3 - Third 28000
- Level 2 - Second 25000
- Level 1 - First 22000
- GF 2 - Street Level - Residential 19000
- GF 1 - Upper Ground Floor 17250
- GF 0 - Lower Ground Floor 15500



Site Section 5
1 : 200

PLANNING APPLICATION

No.	Revision Description	Date	By

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Client:

Project:
Residential Development, Prewett Street

Drawing Title:
Residential Building - Section 4 & 5

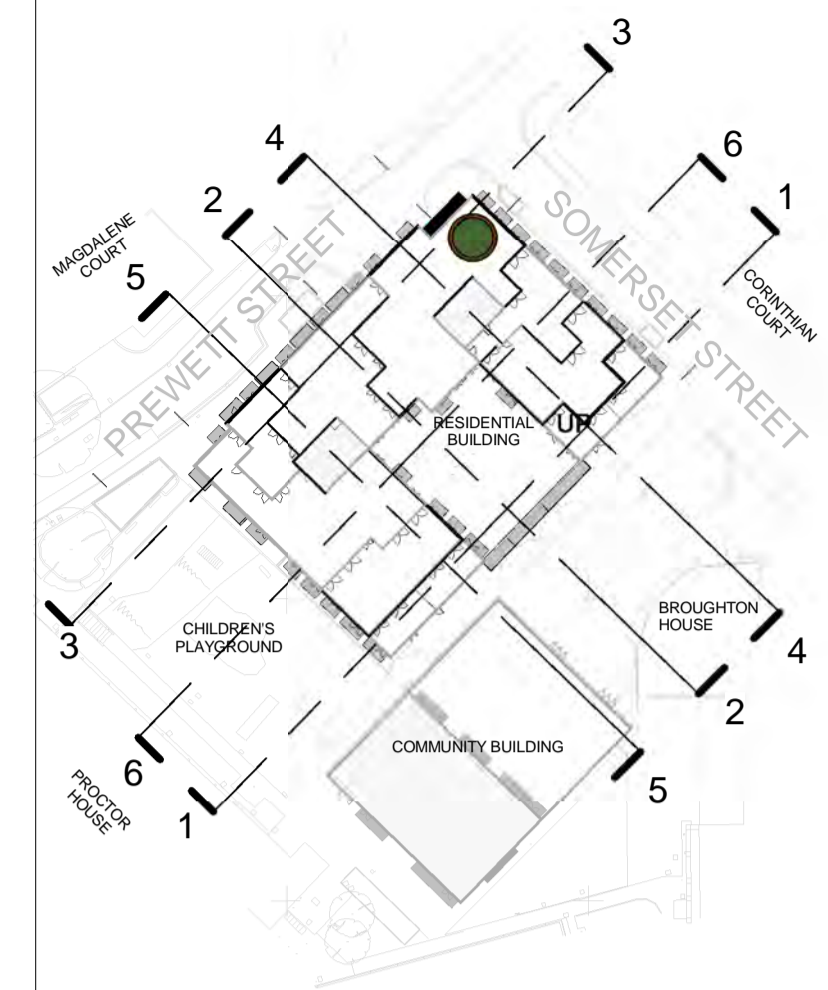
Purpose of Issue:

Status:

Scale : As indicated Original sheet size : A1

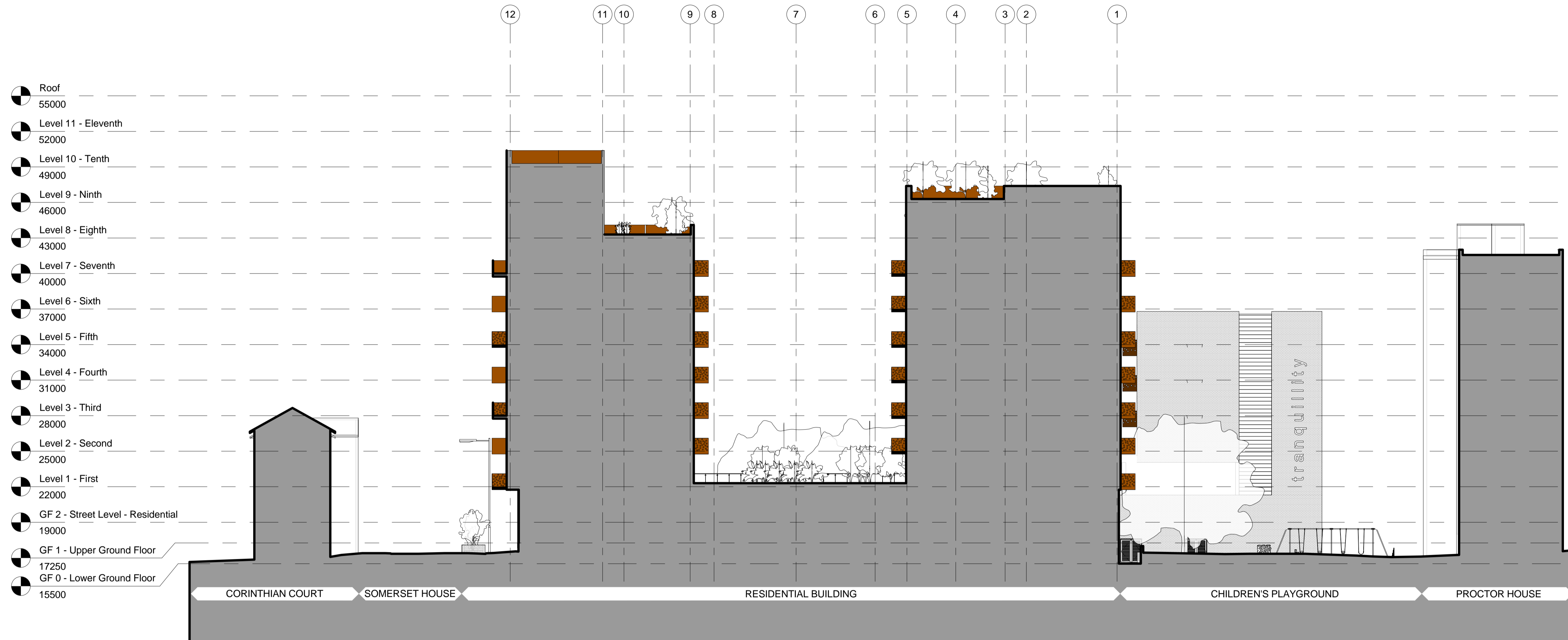
TBC Internal Project ref: 3333	Drawn By: LOH	Checked By: MK	Exported from model: 12/14/17
Project	Originator	Zone	Level
3333 - TBC - 01 - XX - DR - A - 3110			

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Key Plan
1 : 1000

Page 104



Site Section 6
1 : 200

PLANNING APPLICATION

No.	Revision Description	Date	By
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Client:

Project:
Residential Development, Prewett Street

Drawing Title:
Residential Building - Section 6

Purpose of Issue:

Status:

Scale : As indicated Original sheet size : A1

TBC Internal Project ref:	Drawn By:	Checked By:	Exported from model:
3333	LOH	MK	12/14/17
Project	Originator	Zone	Level
3333 - TBC - 01 - XX - DR - A - 3111			



LANDSCAPING / GREEN ROOFS
 TERRACED AREAS
 POSSIBLE RENEWABLES LOCATION
 NEW LANDSCAPING SEATING
 HARD LANDSCAPING

LOADING / UNLOADING BAY/
 2 no. CAR BAY
 RETAIL FACADE MIXTURE OF GLAZING
 TRANSPARENT AND OBSCURE
 ENTRANCE TO RETAIL UNIT

ACCESSIBLE PARKING BAY
 AND CAR CLUB BAY
 BALCONY ARTICULATION PROVIDES
 EMPHASIS TO CORNER
 MAIN ENTRANCE

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PLANNING APPLICATION

No.	Revision Description	Date	By
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Client:

Project:
 Residential Development, Prewett Street

Drawing Title:
 Prewett Street

Purpose of Issue:

Status:

Scale : Original sheet size : A1

TBC Internal Project ref:	Drawn By:	Checked By:	Exported from model:
3333	JM	MK	10/10/17

Project	Originator	Zone	Level	Type	Role	Number	Revision
3333 - TBC - 01 - XX - DR - A - 7001							

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AERIAL VIEW FROM SOUTH WEST BROMPTON HOUSE

PLANNING APPLICATION

No.	Revision Description	Date	By
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Client:

Project:
Residential Development, Prewett Street

Drawing Title:
Prewett Street

Purpose of Issue:

Status:

Scale : Original sheet size : A1

TBC Internal Project ref:	Drawn By:	Checked By:	Exported from model:
3333	JM	MK	11/02/17

Project	Originator	Zone	Level	Type	Role	Number	Revision
3333 -	TBC -	01 -	XX -	DR -	A -	7011	

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VIEW ALONG PREWETT STREET (EAST - WEST)



VIEW ALONG PREWETT STREET (WEST - EAST)

Page 107



VIEW FROM SOUTH WEST OF BROUGHTON HOUSE



VIEW TOWARDS COMMUNITY BUILDING / COMMUNITY GARDEN

PLANNING APPLICATION

No.	Revision Description	Date	By


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Client:

Project:
Residential Development, Prewett Street

Drawing Title:
Prewett Street

Purpose of Issue:

Status:

Scale : Original sheet size : A1

TBC Internal Project ref:	Drawn By:	Checked By:	Exported from model:
3333	JM	MK	10/10/17

Project	Originator	Zone	Level	Type	Role	Number	Revision
3333 -	TBC -	01 -	XX -	DR -	A -	7002	

Development Control Committee A – 28 November 2018

ITEM NO. 2

WARD: Bedminster **CONTACT OFFICER:** Natalie Queffurus
SITE ADDRESS: Land Bounded By Winterstoke Road, Luckwell Road And Lynwood Road Bristol BS3 3HH

APPLICATION NO: 18/02302/F Full Planning

DETERMINATION DEADLINE: 14 November 2018

Demolition of all existing buildings, and the erection of buildings to facilitate 67 residential dwelling units consisting of 8 terraced houses and 59 flats, external landscaping, parking and other associated works.

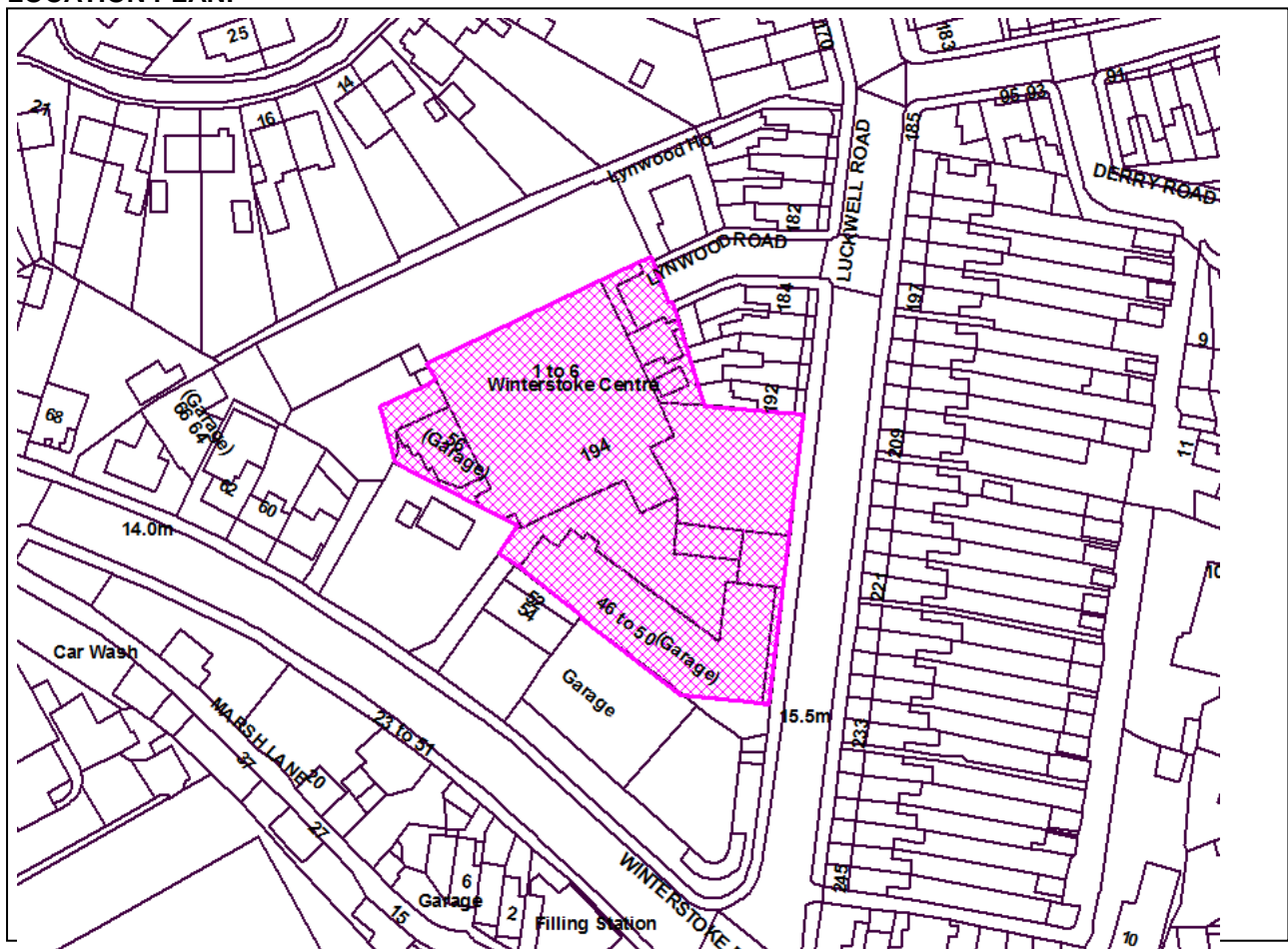
RECOMMENDATION: GRANT subject to Planning Agreement

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

APPLICANT: Crown Developments
Unit 5
Victoria Grove
Bristol
BS3 2AN

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

LOCATION PLAN:



Development Control Committee A – 28 November 2018**Application No. 18/02302/F : Land Bounded By Winterstoke Road, Luckwell Road And Lynwood Road Bristol BS3 3HH****SUMMARY**

The application site relates to an area of approximately 0.4ha of land known as land bounded by Winterstoke Road, Luckwell Road and Lynwood Road in Bedminster, south Bristol. The site is made up of both the former buildings and yards of the Kellaway Building Suppliers and the existing site of the Winterstoke Garage.

The application seeks full planning permission for the demolition of all existing buildings at the site and the erection of buildings to facilitate 67 residential dwelling units consisting of 8 terraced houses and 59 flats, external landscaping, parking and other associated works.

The development proposes a mix of 59 one and two bed flats arranged over three separate flat blocks of up to five storeys and eight three bed houses arranged over a terrace fronting onto Luckwell Road.

The application site is due to be purchased by United Communities Housing Association and they have confirmed that should planning permission be granted they will be taking the site forward as 100% affordable housing.

Vehicular access to the site would be provided off Lynwood Road and this would provide access to a two armed internal access road, with two associated parking zones comprising 42no. spaces. Improved pedestrian access to the site is also proposed off Luckwell Road via a gated undercroft through the Luckwell Building, a gated pedestrian access from the private lane from Winterstoke Road and via the existing footpath on Lynwood Road through the removal of one of the gate posts on Lynwood Road. The Application further proposes to retain and improve the existing right of access for the Winterstoke Centre loading bay from Lynwood Road.

Key issues in the report concern the principle of development, affordable housing provision, design, impact on residential amenity, transport and movement, flood risk, nature conservation and sustainable design and construction.

In relation to the principle of development it is considered that the loss of employment land at the site is justified through the Economic Statement which demonstrates that the site has not attracted any serious commercial interest. It is further considered that the site's delivery of a fully policy compliant level of affordable housing, plus the potential overall outcome of the site to be delivered as 100% affordable housing would make a significant contribution to Bristol's housing needs and should be given substantial weight in the determination of the application.

In terms of design and impact on residential amenity, it is considered that the final design sufficiently addresses the previous concerns from the Council's City Design Group and the final layout and scale would be acceptable in this location.

From a transport and movement perspective, whilst the site has an outstanding objection from Public Transport regarding the lack of provision of a bus shelter and associated real time information, it is considered that the proposed development is in accordance with all other relevant transport policies in the Core Strategy and Site Allocations & Development Management Policies document. As such, when weighed in the balance, the issue of not providing a bus shelter with real time information is not considered sufficient to warrant a recommendation for refusal in this case.

Development Control Committee A – 28 November 2018**Application No. 18/02302/F : Land Bounded By Winterstoke Road, Luckwell Road And Lynwood Road Bristol BS3 3HH**

It is further considered that the legal representation submitted alongside the application have satisfied Transport Development Management that whilst the Winterstoke Centre have a right of access for loading and unloading, this does not allow them to park or to obstruct the access point to the site providing a safe means of access and suitable enforcement mechanism.

Having carefully considered the technical information submitted in support of the application and the policy context, specifically against the Core Strategy and Site Allocations and Development Management Policies as the development plan, the application is recommended for approval subject to the conditions attached to this report and Section 106 Agreement contributions set out in the recommendation.

SITE DESCRIPTION

The application site relates to an area of approximately 0.4ha of land known as land bounded by Winterstoke Road, Luckwell Road and Lynwood Road in Bedminster, south Bristol. The site is made up of both the former buildings and yards of the Kellaway Building Suppliers and the existing site of the Winterstoke Garage.

Access to the site is currently gained off Luckwell Road via a dropped kerb and gated entrance, Winterstoke Road via a private access lane to the Winterstoke Centre and Lynwood Road which is a no through road providing access to both the former Kellaway Building Suppliers loading bay and the current Winterstoke Centre loading bay.

The surrounding area comprises a mix of uses but is in predominately residential use to the north and east and commercial and industrial uses off Winterstoke Road to the south and west. The site's immediate boundaries are formed by the Winterstoke Garage and the Redpoint Bristol Climbing and Fitness Centre to the south and west, the Winterstoke Centre to the north which comprises a mix of businesses including artists and event/equipment hire and nos. 184-192 Luckwell Road to the east.

The site is not allocated within the Local Plan for any particular land use and is not located within a Conservation Area or in close proximity to any listed buildings.

RELEVANT HISTORY

The site has no relevant planning history, however a pre-application enquiry was submitted to the Council in 2017 for the proposed demolition of all existing structures at the site and the erection of residential dwellings.

APPLICATION

The application seeks full planning permission for the demolition of all existing buildings at the site and the erection of buildings to facilitate 67 residential dwelling units consisting of 8 terraced houses and 59 flats, external landscaping, parking and other associated works.

The development proposes a mix of 59 one and two bed flats arranged over three separate flat blocks of up to five storeys and eight three bed houses arranged over a terrace fronting onto Luckwell Road. The proposed density for the site is 144 dwellings per hectare (dph) and the accommodation mix would be as follows:

Development Control Committee A – 28 November 2018**Application No. 18/02302/F : Land Bounded By Winterstoke Road, Luckwell Road And Lynwood Road Bristol BS3 3HH**

Building	Height	Accommodation Schedule
1. Luckwell Building	4 storeys	Total 13no. flats: <ul style="list-style-type: none"> • 5no. 1 bed flats • 8no. 2 bed flats
2. Lynwood Building	5 storeys	Total 43no. flats: <ul style="list-style-type: none"> • 12no. 1 bed flats • 31no. 2 bed flats
3. Winterstoke Building	3 storeys	Total 3no. flats: <ul style="list-style-type: none"> • 3no. 2 bed flats
Terraced Houses	2.5 storeys	Total 8no. houses: <ul style="list-style-type: none"> • 8no. 3 bed houses

The application site is due to be purchased by United Communities Housing Association and they have confirmed that should planning permission be granted they will be taking the site forward as 100% affordable housing.

All development would be focused around a small triangular area of public open space which would accommodate some landscaping features and a 'doorstep' children's play area.

Vehicular access to the site would be provided off Lynwood Road and this would provide access to a two armed internal access road, with two associated parking zones comprising 42no. spaces. Improved pedestrian access to the site is also proposed off Luckwell Road via a gated undercroft through the Luckwell Building, a gated pedestrian access from the private lane from Winterstoke Road and via the existing footpath on Lynwood Road through the removal of one of the gate posts on Lynwood Road. The Application further proposes to retain and improve the existing right of access for the Winterstoke Centre loading bay from Lynwood Road.

The development also proposes one car club space on Luckwell Road and 119no. cycle spaces for both residents and visitors, plus communal bin stores for the flats and private bin stores for the 8no. terraced houses. Solar panels are proposed on the roofs of all buildings and brown roofs are proposed for the three flat blocks.

A Section 106 Agreement for the site would include contributions relating to:

- i) 13no. affordable dwellings (3no. houses and 10no. flats) with a tenure of 3 x 3 bed shared ownership houses and 5 x 1 bed and 5 x 2 bed social rent flats;
- ii) £5,395 – contribution for a Traffic Regulation Order for double yellow lines to prevent parking along Lynwood Road and at the junction with Luckwell Road and at entrance of the site and southern side of Lynwood Road;
- iii) £5,395 – contribution for a Traffic Regulation Order to enforce a car club bay; and
- iv) £3,500 – contribution for Travel Plan Management and Audit Fee.

Please note that the 13no. affordable dwellings in the above mix are the policy compliant 'fall-back position' in the event that the site is not taken forward by a Registered Provider for 100% affordable housing.

Development Control Committee A – 28 November 2018

Application No. 18/02302/F : Land Bounded By Winterstoke Road, Luckwell Road And Lynwood Road Bristol BS3 3HH

PRE-APPLICATION COMMUNITY INVOLVEMENT

The Applicant has carried out pre-application community consultation as detailed in the Statement of Community Involvement submitted with the planning application.

In Autumn 2017 discussions were held with Ward Councillors followed by consultation and a series of public events and a door knocking exercise in Winter/Spring 2018 to discuss the proposed development.

The issues raised and outcomes provided are detailed in the Statement of Community Involvement submitted in support of the application.

RESPONSE TO PUBLICITY AND CONSULTATION

Site notices were issued, a press advert published and letters sent to neighbouring properties.

GENERAL RESPONSE FROM PUBLIC

In total there were 35 replies received from members of the public. All 35 responses were in objection.

Comments were made in objection on the following grounds:

- Parking pressures;
- Impact of the shared access between the residential development and the Winterstoke Centre;
- Height and scale of the proposed buildings is out of keeping and would overshadow and overbear on existing surrounding properties and businesses;
- Impact on the Winterstoke Centre 24hr loading bay and function of the business;
- Conflict of light industrial and residential uses with noise impacting on future residents and fear of complaints;
- Loss of employment land;
- Objection to the proposed yellow lines on Lynwood Road and lack of on-site parking;
- Impact on the loading bay and security for Winterstoke Centre; and
- Concerns about construction.

To note, a number of the objections to this application were submitted by the owner and tenants of the adjacent Winterstoke Centre.

COMMENTS FROM COUNCILLORS

Councillor Mark Bradshaw – Neutral

I am commenting on the application as one of the Bedminster Councillors (for the record, I am also a local resident living near to the proposed development site). On balance, I support the provision of a mix of new homes, some affordable or intermediate, given the housing pressures across Bristol, particularly in Bedminster.

The site was previously used by a builder's merchant with HGV vehicles and visitors arriving and leaving during the working day. The previous occupier chose to relocate and this extensive site has been vacant since. In this part of Bedminster, parking pressures are exacerbated by the number of local businesses nearby, for whom employee and customer parking tends to be on street rather than in dedicated parking areas. While we have considerable parking and traffic management issues across the entire Ward, this tension between resident and employee/business parking is most

Development Control Committee A – 28 November 2018**Application No. 18/02302/F : Land Bounded By Winterstoke Road, Luckwell Road And Lynwood Road Bristol BS3 3HH**

sensitive in the Winterstoke/Luckwell/Victory areas. You will see that parking is mentioned in most of the public comments about this scheme.

I welcome the partnership between the applicant and United Communities to ensure that the affordable homes are well-managed.

The applicant has been fairly receptive to discussions I have had with them about some local parking and public transport issues. Relocating the bus stop to provide a shelter and hopefully real time information, will be good for local people using the 24 bus route and facilities such as the nearby climbing centre. Providing an additional car club vehicle and bay will be welcome as these are difficult to secure outside the planning process.

However, both will have a marginal impact on the parking tension I've outlined. A permit scheme for residents of the new development would have greater impact and I would ask the Council to seek to introduce a restriction on residents in the proposed scheme from parking on Luckwell Road or nearby streets.

The survey work completed by the applicant's transport adviser does not reflect the tidal local parking pressures experienced. For example, there is much employee parking during the day from people working at the nearby caravan factory which disappears after the shift changes in the afternoon. However, during evenings more cars and vans appear due to events/classes at the Redpoint climbing centre or people visiting North St park here to avoid the RPS or general lack of parking spaces. Also, it is now proposed to extend both the Southville and Bedminster East RPS, which will further add to the pressures for limited on street parking.

I am also concerned at how Lynwood Road will be taking the brunt of all new vehicle movements onto the busy Luckwell Road. I have told the applicant about my concern about visibility at this point, which is also on a route to the nearby Primary School. Lynwood Road will also continue as the main access for the local businesses remaining next to the proposed development. My view is that Lynwood Road needs some additional work to improve both visibility and capacity. In terms of wider access, the link for pedestrians and people cycling directly onto Winterstoke Road is welcomed.

Finally, various residents have raised their concerns about the impact of the taller 5 storey residential block on their light and privacy. I know these are difficult issues for planners but both have a dramatic impact on the quality of life for people living nearby. I would ask that some further work is done to remodel the height of the development to set back some of the highest elevations away from Luckwell Road without losing the overall number of units, especially the affordable ones.

I would hope that suitable conditions can be framed to address the access, parking, building height/overlooking issues and also site management aspects. The latter is also an important matter for nearby residents, should the application receive approval, given that construction activity, dust and noise; obstructive contractor parking and over lengthy pavement closures have recently been experienced elsewhere in Bedminster.

COMMENTS FROM INTERNAL CONSULTEES**Economic Development – No objection**

Economic Development have raised no objection to the loss of employment uses at the site. Economic Development attended a meeting with the Applicant during the determination period and at

Development Control Committee A – 28 November 2018**Application No. 18/02302/F : Land Bounded By Winterstoke Road, Luckwell Road And Lynwood Road Bristol BS3 3HH**

this confirmed that the loss of employment uses was justified through the Economic Statement submitted with the application.

City Design Group – No objection

The Council's City Design Group have provided a number of comments for the site and following the most recent set of plans have commented as follows:

The issues raised previously related to the definition of public and private space, the reduction of the number of single aspect apartments and the lack of evidence to suggest that the proposed scale of the new buildings would not have an adverse impact on surrounding streets. In addition there was a recommendation to apply conditions related to material and detailing around windows and doors to ensure sufficient 3-dimensional modelling particularly of the larger block.

Whilst the concerns were aimed at trying to improve the design qualities of the scheme which would possibly be in the main acceptable, there have been a number of aspects related to these concerns that the applicant has acknowledged but ultimately made few changes to the design. The definition of the public and private space was a key area where it was felt that improvements could be achieved, particularly by the treatment of both vehicular and pedestrian entrances into the central space. This has not been achieved, however, the latest drawings do attempt to increase the defensibility of part of the central space which is most suitable for offering a level of amenity for families with children. Whilst this is welcomed, it appears that opportunities to organise the site in a more legible way, or make thresholds into the central space more apparent, have not been taken as recommended.

With regard to the scale of the 5 storey proposed building within what is essentially a broader residential context, some diagrams have been produced to suggest that the development would not be visible. (refer to applicant's response dated the 21st June) The submission cannot be considered as a comprehensive analysis of the site or the impact of the proposal and falls well short of an LVIA. We have recently been using google earth to generate viewsheds which indicate where a point at any height above ground can be seen. I have put a height of 15 metres to indicate the approximate height of the 5 storey residential block. This appears to confirm that the development will not be visible from the adjacent streets i.e., Colliter Crescent, Longmoor Road, Luckwell Road or Gore's Marsh Road, however views to the buildings will be possible as the land rises to the North East of the site. As such it suggests that the development at 5 storeys will be visible from Garnet Street, Elmdale Road and Avonleigh Road. Whilst this seems likely, the existing views include the existing climbing centre and other industrial sheds along Winterstoke Road, and as such the proposed buildings are unlikely to be overly detrimental. It does however suggest that we should contain some control of the design and materials of the roofscape through condition.

To conclude the scheme maintains a number of design concerns as suggested above, however provides a good response to the Luckwell Road elevation. I do not consider that the ongoing concerns are sufficient to refuse the scheme on design grounds.

Transport Development Management – Objection from Public Transport

Transport Development Management (TDM) have removed all objections to the application apart from one outstanding Public Transport objection:

Development Control Committee A – 28 November 2018**Application No. 18/02302/F : Land Bounded By Winterstoke Road, Luckwell Road And Lynwood Road Bristol BS3 3HH***Transport Statement*

Due to the number of bus routes that are accessible within a moderate walk of the site coupled with the fact that the city centre/key employment sites can also be reached on foot/cycle the statement concludes that the site is within a sustainable location. To understand the potential impact the change of use would have on the number of two-way trips that would be generated, an assessment was undertaken using TRICs. This concluded that whilst the extant use would generate 223 two-way trips, the proposed use would generate just 177 two-way trips, resulting in a net reduction of 46 two-way trips on an average day. The application proposes 42 parking spaces.

Based on an assessment of car ownership levels for the Bedminster Ward taken from the 2011 census, when taking into consideration 12% growth as calculated by TEMPRO the site is likely to require parking for approximately 61 cars. Further analysis undertaken by Transport Development Management, which reviewed the likely number of cars that would be owned per household, revealed a similar figure when discounting the 4% of households which would own three or more vehicles, as this was considered highly unlikely due to the sites location. As a result of the proposed parking arrangements this would leave a shortfall of 19 spaces.

However, following the submission of additional information on the 11th of September (Reference - CTP-17-522) the applicant has confirmed that the entire development will now consist of affordable housing. As residents of affordable homes within the Bedminster ward have lower car ownership levels it is estimated that this would decrease the demand for parking by 13 vehicles. As a result the site is likely to require parking for approximately 48 cars. A revised Parking Survey conducted on Wednesday the 18th of July at 2018 at 10.20pm indicated that there were at least 26 spaces within a 150m walk. Whilst some of these spaces have been discounted, due to the requirement for parking restrictions on Lynwood Road and the fact that Transport Development Management considers that dangerously parked vehicles should not be included, the evidence would suggest that there is sufficient space on-street to cope with any overspill parking.

However, it should be pointed out that as the survey was conducted right before the school summer holidays it may not be entirely representative. Furthermore, the information submitted does not take into consideration any parking associated with the tenants of the Winterstoke Centre that would occur during the daytime nor the need for parking for any visitors. Many of the objections raised by local residents indicate that the area currently suffers from a shortfall of on-street parking which due to the lack parking restrictions leads to dangerous/inconsiderate parking. This is particularly acute when there are matches at Ashton Gate Stadium. To address these issues and for the avoidance of doubt, it is recommended that an additional parking survey is undertaken outside of any school holidays.

Travel Plan

Whilst the Travel Plan submitted contains a number of measures, these are insufficient for a development of this size and no information has been provided as to who or when they would be put in place, what budget will be available or how they will be monitored. Due to the size of the development a Travel Plan Management and Audit Fee of £3,500 applies. Alternatively for a fee of £9,180 (£135 per dwelling) the council will undertake the implementation of the Travel Plan as well as all monitoring required. A revised Travel Plan written using the council's template, taking into consideration the requirements set out within Travel Plan Guide for New Developments which is available at www.bristol.gov.uk/travelplans must be submitted.

Development Control Committee A – 28 November 2018**Application No. 18/02302/F : Land Bounded By Winterstoke Road, Luckwell Road And Lynwood Road Bristol BS3 3HH***Footway / Lynwood Road / Traffic Regulation Order*

As the existing vehicle crossovers on Luckwell Road will no longer be required, the applicant has agreed to reinstate the footway to full kerb height, for which a Section 171 Licence and a Section 278 Agreement will be required. Due to the limited protection offered by the existing footway as a result of the height/age of the kerbstones and its poor condition, as evidenced by surface cracking, it must be fully reconstructed and resurfaced. To ensure large vehicles such as a fire tender and 11.4m refuse vehicle can safely access the site the applicant proposes to install double yellow lines along one side of Lynwood Road and at the junction with Luckwell Road. However, swept path analysis submitted clearly shows that the space between any parked cars and an 11.4m refuse vehicle, particularly when entering the site, would be extremely tight. If this manoeuvre were to be misjudged there is a risk that the refuse vehicle could strike vehicles parked nearest the site access point. As a result double yellow must also be provided on the southern side of Lynwood Road nearest the sites access point to prevent this from happening. The cost of the associated Traffic Regulation Order (£5,395) along with the cost of lining which will generate an additional charge must be met by the applicant.

Bus Stop / Car Club Space

Whilst the applicant has agreed to pay for the upgrading of the Marsh Lane (northbound) bus stop, because they are not prepared to provide any additional land there is insufficient space to be able to install a shelter. Public Transport Infrastructure Team considers the existing stop not fit for purpose and that improved facilities are required in order to provide a more viable alternative to single person car trips and encourage a modal shift. As a result the formally object to the proposals. To ensure there is sufficient room for a bus to be able to pull up level with the raised kerb and pull away the length of the bus cage cannot be altered.

It is also important to ensure there is sufficient spare capacity should the frequency of the improved be increased at a later date. Furthermore the kerb radii at the junction between Winterstoke Road and Luckwell Road will not be tightened as in doing so buses or any longer vehicles would travel over the centreline, potentially into the path of oncoming vehicles. In regards to a car club space proposed on Luckwell Road, this is acceptable providing the applicant is willing to pay for the cost of the Traffic Regulation Order (£5,395) required to designate and enforce the bay, all lining and signing required, a vehicle and membership for all residents of the development for a period of at least three years.

Servicing of the Winterstoke Centre

Currently the Winterstoke Centre can be accessed via an L shaped loading dock at the end of Lynwood Road. As the building's owner has a "right of way at all times and for all purposes (including loading and unloading vehicles)" which grants them unrestricted access to the area in front of the loading dock as shown by the hatched area on the supporting Land Registry Title BL91552 the applicant proposes to retain part of the loading dock and provide a parallel loading bay. Evidence submitted by the applicant in the form of emails, three statutory declarations and several letters (Reference MO.5407, Reference CTP-17-522, Reference Stancold Luckwell Rd), the most recent of which was submitted by Cook & Co Solicitors on the 1st of November, set out that whilst the Winterstoke Centre does have a right of way this doesn't allow them to park or to obstruct the access point to the site.

In particular the three statutory declarations set out that the tenants of the Winterstoke Centre have never backed up to the dock and have always parked against it when loading/unloading.

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Whilst the loading dock is L shaped, due to the presence of a solid structure, it is not possible for vehicles to back up to the section of the dock in front of the former Kellaway Building Supplies building to unload and for items to then be transferred round into the Winterstoke Centre, through the roller shutter door.

It has been suggested by the applicant in evidence cited above that vehicles such as a Mercedes Sprinter Van could park parallel to the loading dock within the proposed loading bay and be serviced presumably by means of a sliding door. However:

- It assumes all vehicles have side doors, which is not always the case;
- It does not take into consideration the height difference between the loading dock and the vehicle. An examination of the technical specification of a Mercedes Sprinter Van, available online at www.mercedes-benz.co.uk, indicates that depending on the model the vans floor would sit between 0.3m and 0.4m below the 0.9m high loading dock. As a result a ramp would need to be used. Depending on the weight of the items to be transferred this may require the vehicle to be parked away from the loading dock so that the ramp has a gentle gradient. In such circumstances it is possible that the vehicle would completely block the access road for the length of time that is needed to load it.
- It assumes only panel vans will use the loading dock, which is not the case. In this instance a flatbed truck fitted with hiab (a loader crane) is being used to transfer an extremely heavy sculpture onto the back of the truck. Such large vehicles would more than likely completely block the access road.
- It does not take into consideration the fact that the proposed hammerhead will make it easier for vehicles to reverse directly back to the loading dock and as a result will encourage the form of servicing the applicant does not want the tenants of the Winterstoke Centre to undertake.

However, given the submission of the most recent letter as well as the three statutory declarations Transport Development Management have to consider these above the evidence submitted by the Winterstoke Centre and as such deem the loading bay acceptable.

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The applicant proposes to make the entire internal road layout a shared surface. To prevent residents from having to walk in the road the applicant proposes to remove one of the gateposts. The applicant had requested that the hammerhead be adopted to enable Bristol Waste vehicles to access the site. However, as it does not meet the councils adoptable standard this is not possible. Instead a private waste contractor will be employed. Swept path analysis submitted for an 11.4m long refuse vehicle indicates that in order to enter the site and emerge in a forward gear there is the risk that it may hit: i) Vehicles parked on the left hand side of Lynwood Road (looking towards the site) if parking restrictions are not provided on both sides ii) Any vehicle utilising the loading bay as due to the difference in height any vehicle is likely to project further out into the carriageway iii) The new retaining brick wall to the rear of the terraced houses even with the provision of an offset kerb.

Furthermore due to its geometry the driver may not have a sufficiently clear view of any approaching vehicles thereby increasing the risk of head on collision or a rear end shunt. As the carpark serving the Winterstoke and Luckwell Buildings has space for 22 cars, the access road should be wide enough to allow two cars to pass each other within the bend. Both the access road and parking spaces will be constructed from permeable paving. To prevent the discharge of any surface water onto the adopted highway appropriate drainage must be provided within the curtilage of the site at the point of access. To protect Lynwood House from being hit five bollards are proposed which will be set back at least 0.45m from the edge of the carriageway. Bollards will also be provided to protect the visitor cycle parking by the entrance to Luckwell House. All of the buildings will feature 0.5m wide buffers. To protect the Winterstoke Centre and the rear of the terraced houses all of the parking spaces will feature wheel bump stops.

All of the parking spaces are 2.4m wide x 4.8m long, with the exception of the parallel space and have at least 6m manoeuvring space. All of the spaces designated for disabled residents have 1.2m wide hatched areas with the exception of the parallel space, which also lacks 45° splays. The spaces will be allocated, marked, signed and illuminated by bollard lighting, as will the footpaths. To improve connectivity across the site, the site plan proposes providing a pedestrian/cycle link under the Luckwell Building that will be protected by a bollard. This is acceptable.

Pedestrian Access To Winterstoke Road

Whilst pedestrians will be able to access the site from Lynwood Road and Luckwell Road it was originally proposed that they could also utilise the private lane off of Winterstoke Road that serves the western end of the Winterstoke Centre. However, as this is protected by a right of way it must be appropriately delineated by a wall/fence/bollards with signage provided to indicate that it is not a public right of way.

Car Parking / Cycle Parking

The application proposes 42 on-site parking spaces all of which will be allocated. Of these three spaces will be suitable for disabled people. To enable the installation of Electric Vehicle Charging Points at a future date the applicant proposes to install the necessary ducting. To encourage sustainable travel the applicant proposes to fund a car club and vehicle on Luckwell Road. All of these measures are acceptable. In respect of cycle storage space will be provided for 119 cycles. This will consist of three internal stores for the blocks of flats which will comprise a mixture of Sheffield Stands and two-tier racks which is acceptable. Each of the terraced houses will have a store within their rear gardens. However, this would mean residents would have to carry their cycles through their homes

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which is unacceptable and must be reconsidered. For the use of visitors seven Sheffield Stands will be provided across the site.

Waste

The site plan submitted proposes that both the Luckwell and Lynwood Buildings will have internal waste stores. As the hammerhead will not be sought for adoption, the applicant proposes to use a private waste contractor to collect the waste. Whilst this is acceptable in the case of the Luckwell Building the entrance to the store must be repositioned to the front of the building, thereby reducing the distance crews will have to transport the bins. This is essential given that they can only manoeuvre four wheeled bins a maximum of 5m.

In respect of the terraced houses integral waste stores are proposed within the small front gardens. It is unclear however, based on the site plan submitted whether these will be large enough to accommodate a refuse bin, two recycling boxes (44ltr and 55ltr) as well as kitchen waste bin and be appropriately screened and secure against scavenging pests. This must be clarified. A Waste Management Plan which sets out how waste will be managed, stored and collected is recommended, which can be conditioned.

Construction Management

Due to the impact this proposal would have on the highway network during the demolition/construction period the applicant must produce and submit a Construction Management Plan before work commences. This would need to be adhered to throughout the construction period and should set out details regarding:

- Parking of vehicles of site operatives and visitors:
- Routes for construction traffic
- Hours of operation
- Method of preventing mud being carried onto the highway
- Pedestrian and cyclist protection
- Proposed temporary traffic arrangements including hoardings and/or footway closures
- Arrangements for turning vehicles
- Arrangements to receive abnormal loads or unusually large vehicles
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses

A Highway Condition Survey will also be required, the extent of which will be determined in consultation with Highways Maintenance. This must be undertaken prior to investigation work, demolition, siting of site compound/welfare facilities. The survey must consist of:

- A plan to a scale of 1:1000 showing the location of all defects identified;
- A written and photographic record of all defects with corresponding location references accompanied by a description of the extent of the assessed area and a record of the date, time and weather conditions at the time of the survey.

Recommendations

Based on the additional information submitted Transport Development Management considers the proposal acceptable on highway safety grounds. The following issues however do need to be addressed:

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- The parallel disabled space should have 45° splays to enable vehicles to more easily access the space.
- Appropriate signage to be provided to indicate that the lane from the Winterstoke Centre to Winterstoke Road is private and does not constitute a right of way.
- Provide a canopy to protect the visitor's cycle parking.
- Cycle storage for the terraced houses must be reconsidered so that residents do not have to transport cycles through their homes.
- Reposition the doors to the waste store within the Luckwell Building so that they open directly onto the footway.

Nature Conservation – No objection

The Council's Biodiversity Officer has raised no objection to the application but has requested a number of conditions related to demolition, bats and bird boxes and brown roofs.

Land Contamination – No objection

The Council's Land Contamination Officer has commented as follows:

The proposed development is sensitive to contamination and is situated on and adjacent to land which has been subject to land uses which could be a potential source of contamination. The Phase 1 and Phase 2 Geotechnical and Contaminated Land Investigation report, prepared by RSK Group dated February 2018 reference 313843-R01 (00) has been reviewed as part of this consultation. The report identified a number of contaminants of concern and recommendations for further works. The survey was limited spatially due to the presence of existing buildings and operations, the existing buildings earmarked for demolition have themselves been used for industrial purposes for many years and asbestos containing materials noted. A number of above ground fuel storage tanks were identified. There was also an issue with one of the ground gas monitoring points.

The presence of made ground on site may require removal and/or stabilisation, it is useful as part of any future remediation strategy for details regarding the made ground can be provided. We also note the SUDS strategy is to use an impermeable liner to create an attenuation tank of sorts, can the applicants confirm the lifetime expectancy of such a liner? The product chosen should be adequately resistant to contaminants present in the soils.

The Land Contamination Officer also recommended a number of conditions required for the site.

Air Quality – No objection

The Council's Air Quality Officer has raised no objection to the proposed development.

Pollution Control – No objection

The Council's Environmental Health Officer (EHO) raised some concern about the potential for noise from the Winterstoke Centre affecting nearby residents of the proposed development. However, given that it would be difficult for a noise survey to catch every likely noise from the warehouse site, the EHO has requested that a Noise Sensitive Premises Assessment condition is applied should permission be granted.

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This condition would require a scheme of noise insulation and ventilation measures for the Lynwood building to be submitted and approved in writing by the Council prior to commencement of development and to take into account the application and the provisions of BS 8233: 2014 " Guidance on sound insulation and noise reduction for buildings". The approved details shall be implemented in full prior to the commencement of the use permitted and be permanently maintained.

Flood Risk – No objection

The Flood Risk Manager has commented as follows:

The drainage strategy is suitable in principle, I would recommend that our standard condition B35 Sustainable Drainage System (SuDS) be applied to this application.

COMMENTS FROM EXTERNAL CONSULTEES**Bristol Waste – No objection**

Following a review of the documentation for the development, Bristol Waste has considered the waste and recycling provision.

For the 8 individual houses we would provide the standard kerbside collection service. This would consist of the following containers for each property:

Container	Volume (litres)	Width (mm)	Depth (mm)	Height (mm)
Refuse bin	180	465	740	1070
Green recycling box	55	600	400	360
Black recycling box	45	540	400	280
Food waste bin	23	320	400	405
Kitchen caddy*	5	250	205	205
Garden waste bin**	240	570	740	1070

*to be kept inside property **optional, paid for service

The plans specify that each property will have adequate storage space to accommodate at least a refuse bin, green recycling box, black recycling box and food waste bin. Whilst it is not a statutory service it would be advisable to allow some additional space for a garden waste bin as these properties do have gardens. Containers from all properties should be presented at the kerbside on the relevant collection day.

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For the Winterstoke and Luckwell Buildings (16 apartments), we would recommend that the following waste and recycling provision is allowed for:

Material	Collection frequency (per week)	Container size (litres)	Number of bins
Plastic/Cans	1	360	1
Glass	1	240	1
Card	1	1100	1
Paper	1	240	1
Food	1	140	1
Refuse	1	1100	1
Total			6

For the Lynwood Building (44 apartments), we would recommend that the following waste and recycling provision is allowed for:

Material	Collection frequency (per week)	Container size (litres)	Number of bins
Plastic/Cans	1	360	2
Glass	1	240	1
Card	1	1100	1
Paper	1	240	1
Food	1	140	2
Refuse	1	1100	3
Total			10

This varies from what is indicated in the plans, which refer to 'recycling' bins. We collect recyclable materials separated and in different sized bins. The requirements are therefore as detailed above.

Please note that given TDM is unable to adopt the internal access road and hammerhead the site would be serviced by a private waste contractor.

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Crime Reduction Unit – No objection

Crime figures for Beat area BS104

Violence against the person 443

Criminal damage 105

Burglary 96

Although I would not deem this to be a high crime area I am now making the following recommendations to mitigate the risk of incidents occurring as a result of the proposed application being built, there has been no mention of security measures in the Design and Access statement;

- During preliminary discussions with the Architects, concerns were raised that the site was excessively permeable. Allowing for the fact that there are established rights of way from Winterstoke Road and that vehicular access is required from Luckwell Road, it was recommended that gates were installed at the pedestrian access under the Luckwell apartments building. This walkway could potentially feel the least safe walkway to the development as it has no natural surveillance from either side due to the end terrace on Luckwell Road having no gable end and its proximity to the refuse store. There will be natural surveillance from the terrace on the opposite side of Luckwell Road. Gates in this location would not necessarily need to be kept locked, but would indicate clear demarcation from the public road to private space. I also recommend that this walkway is lit.
- Boundary treatment for the rear of the new and existing terrace on Luckwell Road should ensure that these properties are not made vulnerable from the 'opening up of the space. Although the terraces will have natural surveillance from the 5 floor Lynwood building (building 2) opposite, I recommend that the rear boundary of the terraces should have a wall/fencing of at least 1.8 m which may then have additional topping to 2.m.
- The two pedestrian access points from Winterstoke Road are likely, in my view, to be used as a cut through by bikes and mopeds from the often very congested Winterstoke Road through to Luckwell Road. I recommend that the planned bollards are spaced at a distance designed to prevent mopeds being able to access the paths or to have a physical barrier to stop mopeds/motorised bikes from gaining access. These measures would also act to 'slow 'cycles entering the site and avoid conflict with residents using the communal seating and play area.
- With regard to physical security for the five floor Lynwood apartments building, Secured by Design New Homes 2016 recommends the following measures;
 1. *Larger developments containing more than 25 dwellings or bedrooms shall have an access control system providing the following attributes, access to the building via use of a restricted electronic key fob, card or key.*
 2. *Vandal resistant external door entry panel with an integral camera.*
 3. *Remote release of the primary entry door set from the dwelling.*
 4. *Audio/visual communication between the occupant and the visitor.*
 5. *Capture (record) images in colour of people using the door entry panel.*
 6. *Battery back-up facility of the resident entry features of the system.*

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7. *Unrestricted egress from the building should be afforded to the user in the event of an emergency or power failure.*

- In addition, as larger developments incorporating multiple flats can suffer adversely from anti-social behaviour due to unrestricted access to all areas and floors of the building, unlawful free movement may be curtailed through the use of an access control system with either of the following, controlled lift access, each resident is assigned access to the floor on which their dwelling is located via the use of a proximity reader, swipe card or key. Dedicated door sets on each landing preventing unauthorised access from the corridor to the stairwell and or lift, each resident being assigned access to the floor on which their dwelling is located. *It is imperative that the fire service should have unrestricted access to all floors in the event of an emergency and the access control system must incorporate this.*
- The smaller Luckwell apartments building should also have a visitor door entry system and compartmentalisation as stated for the Lynwood apartments.
- Communal cycle storage and refuse areas should also have restricted access via an access control system to mitigate the risk of cycle theft and arson.

Please note that following the provision of the Crime Reduction Unit's comments the Applicant amended the plans to incorporate a gate for the undercroft off Luckwell Road and the rear entrance from Winterstoke Road and confirmed that all other comments would be addressed should planning permission be granted.

RELEVANT POLICIES

National Planning Policy Framework – July 2018

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).

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

KEY ISSUES

(A) IS THE PROPOSED DEVELOPMENT ACCEPTABLE IN PRINCIPLE?

Loss of employment use

As the site is currently in employment use and in accordance Policy BCS8 the loss of employment uses at the site is a key consideration in determining the principle of development for the site. Policy BCS8 states that employment land outside of the Principle Industrial and Warehousing Areas should be retained where it makes a valuable contribution to the economy and employment opportunities.

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Policy DM13 further states that employment sites should be retained for employment use unless it can be demonstrated that:

- i. There is no demand for employment uses; or
- ii. Continued employment use would have an unacceptable impact on the environmental quality of the surrounding area; or
- iii. A net reduction in floorspace is necessary to improve the existing premises; or
- iv. It is to be used for industrial or commercial training purposes.

Therefore in accordance with the above Policies, the Council would expect evidence of marketing activity to be submitted with the application to demonstrate that the land is no longer viable or valuable for employment uses.

An Economic Statement was submitted with the application which outlines that both employment sites have been marketed by industry recognised commercial agents for longer than a year without any serious commercial interest.

In relation to the former Kellaway site, the business moved out of the premises in July 2017 to new premises on Vale Lane, Bedminster. The company moved as the subject premises were no longer deemed to be fit for purpose and would not allow them to grow their business. The site is now vacant and the was site marketed by ETP property consultants from March 2017 (for a period 1 year and 1 month at the time of submission). ETP marketed the freehold and leasehold interests of the property, undertaking comprehensive marketing, which included marketing the site online, mailing and emailing details to commercial property agents and the production of full marketing particulars to be made available and sent to any interested parties.

During the marketing of the site many enquiries were received, however these were drawn from residential property developers seeking planning conditional agreements. During the marketing exercise, there was no serious interest from commercial users, including no offers received and no site inspections requested due to the property/site no longer being attractive for commercial uses.

The other half of the application site is currently in use by the Winterstoke Garage (Use Class B2). The owner plans to vacate the premises soon and move business operations to an adjacent site (more suitably fronting Winterstoke Road), retaining employee levels within a modern and more appropriate facility. The site to be made vacant was marketed by Lambert Smith Hampton from February 2017 (for a period of 1 year and 2 months at the time of submission). Lambert Smith Hampton undertook a comprehensive marketing campaign which included marketing the site online, mailing and emailing details to commercial property agents and the production of full marketing particulars to be made available and sent out to any interested parties.

During the first 7 months there was almost no serious interest in the site despite a lengthy, extensive and wide-ranging marketing exercise. Further marketing endeavours were undertaken in late August 2017 to promote interest, however the process failed to deliver any unconditional offers. The only serious interest which generated offers was for the redevelopment of the site for residential purposes. In Lambert Smith Hampton's professional opinion, the site could no longer be considered valuable employment land. The property did not attract occupier interest due to its poor condition, poor external space for loading access and the strong competition from higher quality and better specified industrial premises on more established industrial estates in the locale.

Officers have reviewed the Economic Statement and supporting information submitted with the planning application and noting that the unallocated employment site is no longer making a valuable

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contribution to the economy and employment opportunities. The Council's Economic Development team has raised no objection to the planning application and it is considered that the loss of employment land and change of use to residential is justified.

Residential Use

In considering the principle of development and redevelopment of the site for residential use, it is also important to consider whether the site would be appropriate for residential development.

Policy BCS1 states that South Bristol will be a priority focus for development and comprehensive regeneration. With reference to the delivery of housing the policy aims for the provision of around 8,000 new homes of a mix of type, size and tenure within the South Bristol. The policy further outlines that development within this part of the City will primarily occur on previously developed land.

Alongside Policy BSC1, Policy BCS20 requires that new development is primarily focused on previously developed land.

Policy BCS5 sets out that the Core Strategy aims to deliver new homes within Bristol's existing built up areas and between 2006 and 2026, 30,600 new homes will be provided in Bristol. The policy further states that the development of new homes will primarily be on previously developed sites across the city.

The Urban Living SPD states that development proposals should make the most efficient use of land by delivering an optimum density for its site and location.

By proposing a large residential development, in a sustainable location on a previously developed site, it is considered that the proposed development would accord with Policy BCS1 and BCS20 of the Bristol Core Strategy.

The proposed development would deliver 67no. affordable dwellings within the existing built up area of Bedminster. The site is considered to be in a sustainable location which access to a variety of public transport offerings including bus routes on Luckwell Road and Winterstoke Road and would be in close proximity to the Parson Street railway station.

Furthermore, the site would be located within an existing residential area to the north of Winterstoke Road where a mix of both residential and commercial uses, within close proximity to each other is already established. The delivery of the site would also help the Council to meet its target for new homes and would provide a site of 100% affordable housing.

Conclusion

In conclusion, it is considered by Officers that the principle of the proposed development on the site is supported.

(B) DOES THE PROPOSED DEVELOPMENT PROVIDE AN APPROPRIATE LEVEL AND MIX OF AFFORDABLE HOUSING?

The proposed development falls within Use Class C3 of the Use Classes Order, meaning that it is required to address the Council's Affordable Housing Policies.

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Policy BCS17 requires all residential developments of 15 dwellings or more to deliver 30% affordable housing and to provide a mix of affordable housing units and contribute to the creation of mixed, balanced and inclusive communities.

During the determination of the application an email was submitted to the Council confirming that United Communities Housing Association have agreed terms with the Applicant to purchase the site and should planning permission be granted the site would come forward as a 100% affordable housing, supported by a grant from Bristol City Council which has recently been approved.

Overall it is United Communities Housing Association's intention to deliver the site as 100% affordable housing, however given that it is not possible to secure more than a Policy compliant level of affordable housing through a Section 106 Agreement, only 13no. affordable dwellings (when taking into consideration the Vacant Building Credit) would be secured through the Section 106 Agreement. These 13no. affordable dwellings would be provided without grant funding and would be available in perpetuity in the event that the site is not taken forward by United Communities Housing Association.

The remaining affordable dwellings at the site cannot be secured through this planning process and are subject to the grant funding agreement recently secured.

The application is therefore in full accordance with Policy BCS17 by delivering a policy compliant 13no. affordable homes through a Section 106 Agreement. Members should give substantial weight to the extent to which the proposals are contributing to the delivery of affordable housing through the Section 106 Agreement, specifically the 13no. dwellings secured in this way.

Members may want to also give weight to the potential overall outcome of the total amount of affordable housing proposed to be delivered at the site - another 54no. affordable dwellings for Bedminster.

Officers consider that we have reached a stage where the proposals provide a policy compliant scheme for affordable housing and that the opportunity exists to enable a high quality development that (with the input of public subsidy) provides a good level of affordable housing.

(C) IS THE DESIGN OF THE PROPOSED DEVELOPMENT ACCEPTABLE?

Policy BCS21 of the Core Strategy aims to ensure that all new development in Bristol achieves high standards of urban design. The policy states that "design can contribute positively to local character by responding to the underlying landscape structure, distinctive patterns and forms of development local culture".

Policies DM26-29 of the SADMP require development to contribute to the character of an area through its layout, form, public realm and building design.

The Council's City Design Group (CDG) has reviewed all original and revised planning plans and drawings for the application and from the outset have tried to work with the Applicant to improve the environmental quality of the proposed development.

Following the provision of the final revised plans the Council's CDG have welcomed some of the proposed changes at the site, including the defensibility part of the central space which is now a more suitable offering for the level of amenity. There has also been a reduction in the number of single aspect apartments. The Applicant has also sought to address the comments from the Crime

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Prevention Unit by providing a gate under the Luckwell Building undercroft off Luckwell Road and the private lane from Winterstoke Road.

The Council's CDG have confirmed that they do not now have any objection to the proposed development which would warrant a refusal from a design perspective.

It is therefore considered that the proposed development is in accordance with Policy BSC21 and Policies DM26-DM29 and should planning permission be granted an appropriately worded condition would be applied to ensure that further large scale details are provided prior to the commencement of development for all windows and doors and elevation treatments for the facades of all buildings.

(D) WOULD THE PROPOSED DEVELOPMENT HAVE ANY ADVERSE IMPACT ON THE AMENITY OF RESIDENTS SURROUNDING THE SITE?

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

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

A number of comments have been made by members of the public relating to the impact of the proposed development on their amenity, particularly in terms of overlooking, overbearing and overshadowing.

Overlooking

In terms of overlooking, the nearest residential property to the proposed development is no. 192 Luckwell Road which would have a first floor window located some 13m in plan from the edge of the eastern elevation of the proposed Lynwood Building. Concerns have therefore been raised about the overlooking impact from the windows on this eastern elevation onto the existing Luckwell Road terrace.

In response to this the Applicant has confirmed that the building has been positioned at a perpendicular angle to the existing terrace to reduce any impact of overlooking and all windows on this elevation would either be at a high cill level (minimum of 1.5m above finished floor level) or would be at an oblique angle or behind a parapet to prevent overlooking.

Furthermore, when considering the perpendicular angle between the proposed building and existing terrace, the separation distance would increase to 15.2m which is a marginal increase in the existing separation distance between no. 192 Luckwell Road and the existing warehouses at the site. It is therefore considered that the design of the Lynwood Building is sufficient to reduce any potential impacts on residential amenity.

There were also some concerns raised that the fourth floor roof terraces of the Lynwood Building would present a risk of overlooking. However, the Applicant has confirmed that the terraces are positioned back from the roof edge by 1.5m and would have a parapet up-stand to prevent anyone on the terraces looking directly down into the gardens of Luckwell Road.

Overbearing

In terms of overbearing, concerns have also been raised about the height of the proposed development and in particular the five storey element of the Lynwood Building. Whilst it is

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acknowledged that there are no other five storey buildings in close proximity to the site, it is considered that the scale and height of the building is justified in this location. The tallest Lynwood Building is located at the northern extent of the site and set back as far as possible so its visibility from the road is reduced. Furthermore, the provision of roof terraces at the eastern and western elevations of the fourth floor mean that the five storey height is only in the middle section of the building and provides a step down in scale and massing.

The proposed terrace and other two flat blocks have also been designed to reflect the prevailing heights in the surrounding area. The houses are all 2.5 storeys in height with the pitch and ridge height of the proposed houses set to match that of the existing terrace. The Luckwell Building and Winterstoke Building have also been designed to reflect the height of the adjacent climbing centre which at its highest point extends to four storeys and then steps down to three.

CDG have also concluded that given the existing long distance views of the climbing centre and the surrounding industrial units, the proposed buildings were unlikely to be detrimental or overbearing in the wider site context.

Overshadowing

In terms of overshadowing the Applicant submitted a Shadow Study for both the summer solstice (21 June) and the autumn equinox (21 September) for both the existing and proposed scenarios. The study shows that at 15.00pm on the summer solstice the overshadowing to the gardens of nos. 190 and 192 Luckwell Road would marginally worsen as a result of the proposed development. The study also shows at 15.00pm on the autumn equinox the overshadowing to the gardens of nos. 184 – 190 would worsen.

However, the proposed development would not result in any increased overshadowing to the habitable rooms of the existing Luckwell Road terrace and whilst it is acknowledged that the overshadowing to the gardens would marginally worsen during the summer solstice, when people are most likely to use their gardens, it is considered that the impact of overshadowing is acceptable when weighed in the balance.

In terms of impact on light to the adjacent Winterstoke Centre whilst it is acknowledged that light to the centre is important, the proposed development would actually open up this part of the site through the demolition of the existing warehouse buildings and enable more light to enter into the centre.

Overall it is considered that the proposed development is designed and sited in a way to avoid adverse impacts on the amenity of residents and adjacent land uses in accordance with Policies BCS21 and DM29.

(E) WOULD THE PROPOSED DEVELOPMENT HAVE ANY ADVERSE IMPACT ON THE AMENITY OF FUTURE OCCUPIERS?

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

Policy BCS23 states that in locating and designing development, account should be taken of the impact of existing sources of noise or other pollutions on the new development and the impact of the new development on the viability of the existing uses by reason of its sensitivity to noise or other pollution.

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Policy DM35 states that noise-sensitive development in locations likely to be affected by existing sources of noise such as busy roads, railway lines, aerodromes, industrial/commercial developments, waste, recycling and energy plant and sporting, recreation and leisure facilities, will be expected to provide an appropriate scheme of mitigation to ensure adequate levels of amenity for future occupiers of the proposed development.

As part of the consideration for the application, consultation was undertaken with the Council's Environmental Health Officer (EHO) to assess whether the existing surrounding land uses would have an adverse impact on the amenity of future of occupiers in terms of noise.

The EHO raised some concerns about the potential for noise from the Winterstoke Centre affecting nearby residents of the proposed development. However, given that it would be difficult for a noise survey to catch every likely noise from the Winterstoke Centre, the EHO has requested that a Noise Sensitive Premises Assessment condition is applied should planning permission be granted.

This condition requires the details of the proposed scheme of noise insulation and ventilation measures in accordance with the provisions of BS 8233: 2014 "Guidance on sound insulation and noise reduction for buildings" for the Lynwood Building be submitted and approved in writing to the Council prior to commencement of development. The approved details shall then be implemented in full prior to the commencement of the use permitted and be permanently maintained.

It is therefore considered that with the proposed measures of control governed by the condition, the adjacent Winterstoke Centre would not adversely impact on the amenity of future occupiers.

(F) WOULD THE PROPOSED DEVELOPMENT SATISFACTORILY ADDRESS TRANSPORT AND MOVEMENT ISSUES?

Policy BCS10 and Policy DM23 require that development does not give rise to unacceptable traffic conditions. These policies support the delivery of improvements to transport infrastructure to provide an integrated transport system, which improves accessibility within Bristol and supports the proposed levels of development. With regards to parking and servicing, it requires that development proposals provide an appropriate level of safe, secure, accessible and usable provision having regard to the Council's adopted parking standards.

Policies DM27, DM28 and DM32 in turn deal with layout and form, public realm and recycling and refuse provision in new developments. Policy DM27 specifically outlines that Proposals should not prejudice the existing and future development potential of adjoining sites or the potential for the area to achieve a coherent, interconnected and integrated built form.

Transport Development Management (TDM) have removed their objection to the proposed development on highway safety grounds related to a conflict between the existing loading bay at the Winterstoke Centre and the proposed vehicular access route for the site. However, there is an outstanding objection to the application from Public Transport in relation the upgrading the bus stop on Luckwell Road.

Winterstoke Centre Loading Bay

TDM's primary concern for the site was the potential conflict between the existing Winterstoke Centre loading bay and the proposed site access. Currently the Winterstoke Centre owns part of an L-shaped loading dock at the end of Lynwood Road. They also have a legal right of access over a square

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shaped area at the end of Lynwood Road (hatched in blue on the appended Land Registry Title BL91552) for unrestricted loading and unloading of vehicles at all times.

This area of land, whilst granted unrestricted access for the Winterstoke Centre, is within the Applicant's ownership and therefore as part of the proposed development the Applicant intends to retain and respect this right of access for employment purposes and provide a parallel loading bay next to the Winterstoke Centre's dock and the entrance of the proposed site.

The Applicant considers this parallel loading arrangement is appropriate as they believe it would reflect the current loading arrangements in place for the centre as described in the submitted statutory declarations. However, the current loading bay arrangements have been disputed by the Winterstoke Centre and a number of objections have been received from the owner and tenants of the Winterstoke Centre concerned about the potential conflicts between the loading bay and proposed site access.

Evidence submitted by the Applicant in the form of several letters, a legal representation and emails, including statutory declarations from the previous owners and occupiers of the site and the adjacent Kellaway loading bay suggest that the presence of the loading bay and the proposed access would not present a conflict as the bay could be loaded from a parallel position, which is how the two adjacent loading bays previously operated.

Written correspondence has also been provided by the Applicant outlining that discussions were held with both the management and those who work at the Winterstoke Centre prior to the submission of the application, and the proposed development has been designed to secure and retain their right of access.

However, since these initial discussions it is apparent that there has been a breakdown in communication between the Winterstoke Centre and the Applicant with several strong objections to the application submitted by both the owners of the Winterstoke Centre and their tenants. These objections primarily relate to the proposed interaction between the residential development, its access and the existing operations at the Winterstoke Centre.

The Winterstoke Centre have stated that delivery vehicles ranging from small vans to 8 tonne trucks regularly serve the site delivering and removing large stone and metal sculptures, sound equipment etc. and these movements are essential for the operation of the Winterstoke Centre and their tenants. They have further suggested that due to the presence of a solid structure between the Winterstoke Centre loading bay and the former Kellaway loading bay it is not possible for vehicles to be loaded parallel to their bay as suggested by the Applicant. As a result the Winterstoke Centre have suggested that the majority of vehicles have not been loading parallel to their bay but have reversed back to the loading bay at a perpendicular angle to load, apart from in the case of very large vehicles which must load parallel.

Given the conflicting views presented by the Applicant and the Winterstoke Centre it has been difficult for TDM to ascertain the full picture of how the Winterstoke Centre currently operates. However, following the submission of a legal representation from the Applicant's solicitor and a legal review by the Council's solicitors, TDM are satisfied that whilst the Winterstoke Centre have a right of access for loading and unloading, this does not allow them to park or to obstruct the access point to the site. It is considered a matter of Trite Law that any attempt by the Winterstoke Centre to park or obstruct the access would be trespass and could be enforced accordingly by way of injunction or claim for damages.

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The Applicant submitted a Transport Statement and Travel Plan with the application which concluded that due to the number bus routes that are accessible within a moderate walk of the site, coupled with the fact that the city centre/key employment sites can also be reached on foot/cycle, the site is within a sustainable location. The Transport Statement also included a TRICs assessment which concluded that whilst the extant use would generate 223 two-way trips, the proposed use would generate just 177 two-way trips, resulting in a net reduction of 46 two-way trips on an average day.

In terms of parking, the site proposes 42no. allocated parking spaces at the site which TDM consider to be a shortfall of 6no. spaces. However, the Applicant have submitted a Parking Survey conducted in July 2018 which indicates that there were at least 26no. offsite parking spaces within 150m of the site. Whilst some of these spaces have been discounted, due to the requirement for parking restrictions on Lynwood Road and the fact that TDM considers that dangerously parked vehicles should not be included, the evidence would suggest that there is sufficient space on-street to cope with any overspill parking and TDM have not objected the proposed provision.

The Travel Plan submitted with the application also contains a number of measures to discourage the use of the private car including a travel information pack and free taster public transport tickets. However despite the measures included in the submitted plan, TDM have requested an update to the Travel Plan through a pre-occupation condition.

Traffic Regulation Order

As the existing vehicle crossovers on Luckwell Road would no longer be required, the Applicant has agreed to reinstate the footway to full kerb height, for which a Section 171 Licence and a Section 278 Agreement would be required. To ensure that large vehicles such as fire engines and refuse vehicles can safely access the site, the Applicant has also agreed to install double yellow lines along the northern side of Lynwood Road and the southern side of Lynwood Road nearest the sites access point. The costs of the associated Traffic Regulation Order would be secured through a Section 106 Agreement.

The Applicant has also agreed to a contribution to provide a car club space on Luckwell Road which is required to designate and enforce the bay, all lining and signing required and provide a vehicle and membership for all residents of the development for a period of at least three years.

Bus Stop

Whilst the Applicant has agreed to pay for the upgrading of the Marsh Lane (northbound) bus stop because they are unable to provide any additional land to facilitate the installation of a shelter, the Public Transport Infrastructure Team have objected to the application. Public Transport consider the existing bus stop not fit for purpose and that improved facilities including a bus shelter and real time information should be provided to provide a more viable alternative to single person car trips to encourage modal shift.

Whilst Public Transport's objection to the scheme is a material consideration for the application, it is considered that:

- The site is located within a sustainable location with good access to employment and public transport.

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- The existing bus stop has a raised kerb that provides level access.
- The provision of additional land for a bus shelter would likely result in the loss of developable land and impact on the number of affordable housing units in what is quite a challenging site, when considering the access arrangements and adjoining uses.

As such, when weighed in the balance, the issue of not providing a bus shelter with real time information is not considered sufficient to warrant a recommendation for refusal in this case.

Cycle Parking / Waste

The development proposes 119 no. cycle spaces which meets the Council's minimum requirement. All proposed flat blocks would have internal secure communal bike stores. The 8no. terraced houses would have secure bike sheds in their rear gardens and visitor cycle spaces are proposed. TDM have raised concerns about the location of the bike store for the residential properties in the rear gardens given that there will be no rear access. However, the levels at the rear of the site would preclude a rear access and the Crime Prevention Officer has raised concerns about a rear access for the houses. It is therefore considered that the location of the bike stores is acceptable.

In addition to the communal bike stores, the Luckwell and Lynwood Buildings would have secure internal bin stores and the terraced houses would all have their own external bin store. Given that TDM are unable to adopt the hammerhead and internal access road the site will be served by a private waste contractor and a Waste Management Plan will be conditioned should planning permission be granted. All bin stores would meet the policy requirements and would be located within 5m of the highway.

Construction Management

During consultation some concerns were raised about construction management, as such a Construction Management Plan condition will be required should planning permission be granted, which will cover both traffic and environmental management during demolition and construction.

It is therefore considered that the proposed development is acceptable in highways and transport terms and accords with Policies BCS10 and DM23.

(G) IS THE PROPOSED DEVELOPMENT ACCEPTABLE IN TERMS OF FLOOD RISK?

Policy BCS15 states that sustainable design and construction will be integral to new development in Bristol. As part of this, development should address conserving water resources and minimising vulnerability to flooding. Further to this, Policy BCS16 states development in areas at risk of flooding will be expected to be resilience to flooding through design and layout and / or incorporate sensitively design mitigation measures which could take the form on on-site floor defence works.

The site is located with Flood Zone 1, an area identified at low risk of flooding. The application is accompanied by a Flood Risk Assessment and Drainage Strategy which have been reviewed by the Council's Flood Risk Manager.

The Flood Risk Manager has raised no objection to the Drainage Strategy and has confirmed that the outline FRA and Drainage Strategy are deemed acceptable in principle. The Flood Risk Manager has requested that a detailed Sustainable Urban Drainage Strategy condition is applied.

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On the basis of the information submitted with the application and the planning conditions which would be imposed should planning permission be granted, it is considered that the proposed development is in accordance with Policies BCS15 and BCS16.

(H) IS THE PROPOSED DEVELOPMENT ACCEPTABLE IN TERMS OF NATURE CONSERVATION?

Policy DM19 states that any development which would be likely to have any impact upon habitats, species or features which contributes to nature conservation should be designed (as practicably as possible) to avoid any harm.

The proposals have been reviewed the Council's Biodiversity Officer and they have raised no objection subject to the implementation of a series of conditions related to demolition, bird and bat boxes and brown roofs.

A comprehensive landscape plan has also been submitted with the application which proposes a number of urban trees within the site. A doorstep play area with natural play and pergola feature with climbing plants and trellises are also proposed to better enclose the space and provide some natural green features within an otherwise urban setting. The Landscape Plans have been reviewed by the Council's CDG and they have raised no objection.

It is considered that the proposed development is in accordance with Policy DM19 with regards to nature conservation and green infrastructure.

(I) DOES THE PROPOSED DEVELOPMENT ADOPT AN APPROPRIATE APPROACH TO SUSTAINABLE DESIGN AND CONSTRUCTION?

Policies BCS13-15 concern climate change and sustainable design, energy and construction. The policies require development to contribute to both mitigating and adapting to climate change, and to meeting targets to reduce carbon dioxide emissions. They require development in Bristol to include measures that reduce carbon emissions from residual energy use by at least 20%.

The Energy and Sustainability Statement submitted with the application demonstrates that through the use of PV panels across the development, a carbon dioxide saving of 20.1% can be achieved, which aligns with the policy requirement. Other sustainable features of the site include the provision of brown roofs and electric charging points.

In conclusion the proposed development is considered to be in accordance with Policies BCS13-15.

CONCLUSION

Notwithstanding the objection from Public Transport regarding the lack of provision of a bus shelter and associated real time information, the proposed development is considered to be in accordance with all other relevant policies in the Core Strategy and Site Allocations & Development Management Policies document.

This application would not only deliver a policy compliant level of affordable housing but is also expected to deliver all 67no. dwellings as affordable homes making a significant contribution to Bristol's housing needs in an existing sustainable location. The loss of employment land at the site has been justified and it is considered that the design of the development has sufficiently overcome issues of layout, appearance, amenity (for both existing and future residents), overlooking and overbearing.

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Given the scale and complexity of the site, the proposed development has been assessed under a broad range of headings within this report and having carefully considered the technical information and policy context, the application is recommended for approval subject to the conditions attached to this report and the signing of the Section 106 Agreement.

CIL

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

The CIL payable is £ 181,975.22

RECOMMENDATION GRANT subject to Planning Agreement

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

- i) 13no. affordable dwellings (3no. houses and 10no. flats) with a tenure of 3 x 3 bed shared ownership houses and 5 x 1 bed and 5 x 2 bed social rent flats;
- v) £5,395 – contribution for a Traffic Regulation Order for double yellow lines to prevent parking along Lynwood Road and at the junction with Luckwell Road and at entrance of the site and southern side of Lynwood Road;
- vi) £5,395 – contribution for a Traffic Regulation Order to enforce a car club bay; and
- vii) £3,500 – contribution for Travel Plan Management and Audit Fee.

(B) That the Head of Legal Services be authorised to conclude the Planning Agreement to cover matters in recommendation (A).

(C) That on completion of the Section 106 Agreement, planning permission be granted subject to the following conditions:

CONDITIONS

1. Full planning permission

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

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

Pre-commencement condition(s)

2. Further large scale details before relevant element started

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Detailed drawings of the following shall be submitted to and be approved in writing by the Local Planning Authority before the relevant part of work is begun. The detail thereby approved shall be carried out in accordance with that approval.

- a) All windows and doors;
- b) Elevations showing design details of façade treatments;
- c) Roof design for the Lynwood Building 2;
- d) 45° splays for parallel disabled parking space;
- e) Lighting for shared surface access, car parking spaces and footpaths; and
- f) Appropriate signage to indicate that the private lane to the Winterstoke Centre is private and does not constitute a right of way.

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

3. Highway Works – General Arrangement Plan

No development shall take place until general arrangement plan(s) to a scale of 1:200 indicating the following works to the adopted highway have been submitted and approved in writing by the Local Planning Authority

- Reconstruction and resurfacing of the footway to full kerb height along the entire length of the site on Luckwell Road
- Remove keep clear lines on Luckwell Road by removing and relaying the surface course of the adopted highway

Indicating proposals for:

- Existing levels of the highway tying into building threshold levels
- Alterations to waiting restrictions or other Traffic Regulation Orders to enable the works
- Locations of lighting, signing, street furniture, street trees and pits
- Structures on or adjacent to the highway
- Extent of any stopping up or dedication of new highway (including all public rights of way shown on the definitive map and statement)
- No development should take place over the route of the public right of way prior to the confirmation of a Town & Country Planning Act 1990 path diversion/stopping up order

Prior to occupation these works shall then be completed to the satisfaction of the Highway Authority and approved in writing by the Local Planning Authority. For further information contact the Highway Authority's Transport Development Management Team by emailing transportdm@bristol.gov.uk

Reason: In the interests of public safety and to ensure that all road works associated with the proposed development are planned and approved in good time to include any statutory processes, are undertaken to a standard approved by the Local Planning Authority, and are completed before occupation.

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

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4. Construction Management Plan

No development shall take place including any works of demolition until a construction management plan or construction method statement has been submitted to and been approved in writing by the Local Planning Authority. The plan must demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting. The approved plan/statement shall be adhered to throughout the construction period. The statement shall provide for:

- All works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed with the Local Planning Authority, shall be carried out only between the following hours: 08 00 Hours and 18 00 Hours on Mondays to Fridays and 08 00 and 13 00 Hours on Saturdays and at no time on Sundays and Bank Holidays.
- Mitigation measures as defined in BS 5528: Parts 1 and 2: 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works.
- Procedures for emergency deviation of the agreed working hours.
- Control measures for dust and other air-borne pollutants.
- Measures for controlling the use of site lighting whether required for safe working or for security purposes.
- Parking of vehicles of site operatives and visitors.
- Routes for construction traffic.
- Method of preventing mud being carried onto the highway.
- Pedestrian and cyclist protection.
- Proposed temporary traffic arrangements including hoardings and/or footway closures.
- Arrangements for turning vehicles.
- Arrangements to receive abnormal loads or unusually large vehicles
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

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

5. Highways Condition Survey

No development shall take place (including investigation work, demolition, siting of site compound/welfare facilities) until a survey of the condition of the adopted highway has been submitted to and been approved in writing by the Local Planning Authority. To agree the extent of the area to be surveyed contact the Highway Authority's Transport Development Management.

Team by emailing transportdm@bristol.gov.uk The survey must consist of:

- A plan to a scale of 1:1000 showing the location of all defects identified;
- A written and photographic record of all defects with corresponding location references accompanied by a description of the extent of the assessed area and a record of the date, time and weather conditions at the time of the survey.

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N.B. No building or use hereby permitted shall be occupied or the use commenced until any damage to the adopted highway has been made good to the satisfaction of the Highway Authority.

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

6. Further site investigation

Following demolition but prior to construction, an additional site specific risk assessment and intrusive investigation shall be carried out to assess the nature and extent of the site contamination and whether or not it originates from the site. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced.

The results of this investigation shall be considered along with the Phase 1 and Phase 2 Geotechnical and Contaminated Land Investigation report, prepared by RSK Group dated February 2018 reference 313843-R01 (00). The written report of the findings shall be submitted to an approved in writing by the Local Planning Authority prior to any works (except demolition) in connection with the development, hereby approved, commencing on site. This investigation and report must be conducted and produced in accordance with DEFRA and the Environment Agency's Model Procedures for the Management of Land Contamination, CLR 11.

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

7. Land affected by contamination - Submission of Remediation Scheme

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

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

8. Land affected by contamination - Implementation of Approved Remediation Scheme

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In the event that contamination is found, no development other than that required to be carried out as part of an approved scheme of remediation shall take place until the approved remediation scheme has been carried out in accordance with its terms. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

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

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

9. Sustainable Drainage System (SUDS)

The development hereby approved shall not commence until a Sustainable Drainage Strategy and associated detailed design, management and maintenance plan of surface water drainage for the site using SuDS methods has been submitted to and approved in writing by the Local Planning Authority. The approved drainage system shall be implemented in accordance with the approved Sustainable Drainage Strategy prior to the use of the building commencing and maintained thereafter for the lifetime of the development.

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

10. Demolition

The demolition of the buildings shall be carried out using a 'soft strip' method. Areas of the building with fibre-concrete sheeting including roofing and fascias shall be dismantled by hand.

Reason: To conserve legally protected bats in the event that they are found to be roosting.

Guidance: All species of bats and their roosts are legally protected. Soft stripping is a precautionary measure in case legally protected bats are roosting in a building. For example ridges and roof tiles should be lifted off vertically rather than slid off, and linings within the roof and any wooden cladding, soffits or similar which provide crevices should also be removed with care. Demolition of buildings is best carried out between April to October inclusive to avoid disturbing hibernating bats. If bats are encountered all demolition or construction work should cease and the Bat Conservation Trust (Tel 0845 1300 228) should be consulted for advice.

11. Brown Roofs

Prior to commencement of the relevant part of the works, a method statement shall be submitted to and approved in writing by the Local Planning Authority for the creation of brown living roofs on site which do not employ a significant area of Sedum (Stonecrop). This shall include details of the layout and area, construction, design (to include the provision of features for invertebrates,

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mounds and troughs, seeding and planting) and maintenance of the living roofs. The development shall be carried out in accordance with the statement or any amendment approved in writing by the Local Planning Authority.

Reason: To conform with Policy DM29 in the Local Plan.

Guidance: The roofs should be covered with local low-nutrient status aggregates (not topsoil) and no nutrients added. Ideally aggregates should be dominated by gravels with 10 - 20% of sands. On top of this there should be varying depths of sterilised sandy loam between 0 - 3 cm deep. An overall substrate depth of at least 10 cm of crushed demolition aggregate or pure crushed brick is desirable. The roofs should include areas of bare ground and not be entirely seeded (to allow wild plants to colonise) and not employ Sedum (stonecrop) because this has limited benefits for wildlife. To benefit certain invertebrates the roofs should include local substrates, stones, shingle and gravel with troughs and mounds, piles of pure sand 20 – 30 cm deep for solitary bees and wasps to nest in, small logs, coils of rope and log piles of dry dead wood to provide invertebrate niches (the use of egg-sized pebbles should be avoided because gulls and crows may pick the pebbles up and drop them). Deeper areas of substrate which are at least 20 cm deep are valuable to provide refuges for animals during dry spells. An area of wildflower meadow can also be seeded on the roof for pollinating insects. Please see www.thegreenroofcentre.co.uk and <http://livingroofs.org/> for further information and the following reference: English Nature (2006). Living roofs. ISBN 1 85716 934.4

Pre-occupation condition(s)

12. Noise Sensitive Premises Assessment

No commencement of use shall take place until a scheme of noise insulation and ventilation measures for the Lynwood building has been submitted to and approved in writing by the Council. The scheme shall take into account application and the provisions of BS 8233: 2014 "Guidance on sound insulation and noise reduction for buildings". The approved details shall be implemented in full prior to the commencement of the use permitted and be permanently maintained.

The recommended design criteria for dwellings are as follows:

- Daytime (07.00 - 23.00) 35 dB LAeq 16 hours in all rooms & 50 dB in outdoor living areas.
- Nighttime (23.00 - 07.00) 30 dB LAeq 8 hours & LAmx less than 45 dB in bedrooms.

Reason: To interests of amenity for future occupiers.

13. Further details of waste storage for the terraced dwellings

The terrace houses shall not be occupied until there has been submitted to and approved in writing by the Local Planning Authority further details of the proposed waste storage. The details will confirm that the waste storage is provided in a secure and covered space with the correct capacity. No building or use hereby permitted shall be occupied or the use commenced until the waste storage have been completed in accordance with the approved plans.

Reason: To ensure the provision of secure cycle and waste storage.

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14. Implementation/Installation of Refuse Storage and Recycling Facilities – Shown on approved plans

The Lynwood Building and Luckwell Building shall not be occupied or the use commenced until the refuse store, and area/facilities allocated for storing of recyclable materials, as shown on the approved plans have been completed in accordance with the approved plans. Thereafter, all refuse and recyclable materials associated with the development shall either be stored within this dedicated store/area, as shown on the approved plans, or internally within the building(s) that form part of the application site. No refuse or recycling material shall be stored or placed for collection on the public highway or pavement, except on the day of collection.

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

15. Waste Management Plan

No building or use hereby permitted shall be occupied or use commenced until a waste management plan setting out how waste will be stored and collected has been submitted to and been approved in writing by the Local Planning Authority. The measures shall thereafter be implemented in accordance with the approved waste management plan.

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

16. Renewable Energy Generation Measures

The development hereby approved shall not be occupied until the respective solar photovoltaic panels shown on the approved plans have been installed and are operational. Thereafter the solar panels shall be maintained as fully operational in perpetuity at all times, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To secure sufficient renewable energy generation to satisfy Core Strategy Policy BCS14.

17. Completion of Vehicular Access - Shown on approved plans

No building hereby permitted shall be occupied or the use commenced until the means of vehicular access has been constructed and completed in accordance with the approved plans and the said means of vehicular access shall thereafter be retained for access purposes only.

Reason: In the interests of highway safety.

Development Control Committee A – 28 November 2018

Application No. 18/02302/F : Land Bounded By Winterstoke Road, Luckwell Road And Lynwood Road Bristol BS3 3HH

18. Completion of Pedestrian and Cyclists Access - Shown on approved plans

No building hereby permitted shall be occupied or the use commenced until the means of access for pedestrians and cyclists have been constructed in accordance with the approved plans and shall thereafter be retained for access purposes only.

Reason: In the interests of highway safety.

19. Reinstatement of Redundant Accessways - Shown on approved plans

No building hereby permitted shall be occupied or the use commenced until the existing accesses to the development site has been permanently stopped up and the footway reinstated to full kerb height in accordance with the approved plans. An Excavation Licence (Section 171 Licence) must be obtained before starting any work on the adopted highway. For full information visit www.bristol.gov.uk/highwaylicences

Reason: In the interests of pedestrian safety.

20. Completion and Maintenance of Car/Vehicle Parking - Shown on approved plans

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

Reason: To ensure that there are adequate parking facilities to serve the development.

21. Completion and Maintenance of Cycle Provision – Shown on approved plans

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

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

22. Travel Plan – Submitted

Prior to occupation or use commenced, evidence that the pre-occupation elements of the approved Travel Plan have been put in place shall be submitted to and approved in writing by the Local Planning Authority.

The approved Travel Plan shall then be implemented, monitored and reviewed in accordance with the agreed Travel Plan to the satisfaction of Local Planning Authority unless agreed in writing by the Local Planning Authority.

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

Development Control Committee A – 28 November 2018**Application No. 18/02302/F : Land Bounded By Winterstoke Road, Luckwell Road And Lynwood Road Bristol BS3 3HH**

23. Street Name and Numbering

No building or use hereby permitted shall be occupied or the use commenced until of the name and numbering of any new house(s) and/or flats/flat conversion(s) on existing and/or newly constructed streets has been submitted to and been approved in writing by the Local Planning Authority.

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

Reason: To ensure that all new properties and streets are registered with the emergency services, Land Registry, National Street Gazetteer and National Land and Property Gazetteer to enable them to be serviced and allow the occupants access to amenities including but not limited to; listing on the Electoral Register, delivery services, and a registered address on utility companies databases.

24. Car Club

No building or use hereby permitted shall be occupied or use commenced until details of a Car Club Services Scheme in accordance with a contract to be entered into by the developer and an approved Car Club provider shall be submitted and approved in writing by the Local Planning Authority. The Car Club Services Scheme shall comprise:

- The allocation of x car club parking spaces
- The provision of vehicles
- Provision of car club membership for all eligible residents of the development for a minimum of 3 years
- The phasing at which the scheme will be introduced

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

25. Car Park Management Plan

No building or use hereby permitted shall be occupied or use commenced until a car park management plan setting out how the car park will be managed has been submitted to and been approved in writing by the Local Planning Authority. The measures shall thereafter be implemented in accordance with the approved car park management plan.

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

26. Electric Vehicle Charging Points

No building or use hereby permitted shall be occupied or use commenced until details of the total number of car parking spaces, the number/type/location/means of operation and a programme for the installation and maintenance of Electric Vehicle Charging Points and points of passive

Development Control Committee A – 28 November 2018**Application No. 18/02302/F : Land Bounded By Winterstoke Road, Luckwell Road And Lynwood Road Bristol BS3 3HH**

provision for integration of future charging points has been submitted to and been approved in writing by the Local Planning Authority prior to construction of the above ground works. The Electric Vehicle Charging Points as approved shall be installed prior to occupation.

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

27. Management and Maintenance of Private Streets

No building or use hereby permitted shall be occupied or use commenced until details of proposed arrangements for future management and maintenance of proposed carriageways, footways, footpaths and landscaped areas not put forward for adoption within the site has been submitted to and been approved in writing by the Local Planning Authority. Following occupation of the first dwelling on the site, the streets shall be maintained in accordance with the approved management and maintenance details.

Reason: To ensure that all private streets and landscaped areas are appropriately managed and maintained to ensure the safety of all users.

28. Implementation of Hard Landscape Works – Shown on Approved Plans

No building hereby permitted shall be occupied or the use commenced until the landscaping proposals hereby approved have been carried out in accordance with the approved plans, unless a revised programme is agreed in writing with the Local Planning Authority.

Reason: To ensure that the appearance of the development is satisfactory.

29. Bird and Bat Boxes

Prior to occupation of the development details provided by a qualified ecological consultant shall be submitted to and approved in writing by the Local Planning Authority providing the specification, orientation, height and location for built-in bird nesting and bat roosting opportunities. This shall include six built-in swift bricks or boxes and two built-in bat boxes. Development shall be undertaken in accordance with the approved details.

Reason: To help conserve legally protected bats and birds which include priority species.

Guidance: Examples of built-in bird and bat boxes are available from:

<http://www.ibstock.com/sustainability-ecozone.asp>

http://www.nhbs.com/brick_boxes_for_birds_eqcat_431.html

Bat boxes should face south, between south-east and south-west. Bat boxes should be erected at a height of at least four metres, close to hedges, shrubs or tree-lines and avoid well-lit locations. Bat boxes which are being placed on buildings should be placed as close to the eaves (if present) as possible.

Swifts

Development Control Committee A – 28 November 2018**Application No. 18/02302/F : Land Bounded By Winterstoke Road, Luckwell Road And Lynwood Road Bristol BS3 3HH**

Internal nest trays or boxes are particularly recommended for swifts. Swift bricks are best provided in pairs or groups (e.g. at least two or three on a building, avoiding windows). This is because they are usually colonial nesters. Swift boxes/bricks are best located on north, north-east or east facing walls, at least 5 metres high, so that there is a clear distance (drop) below the swift boxes/bricks of 5 metres or more so that there is space for the swifts to easily fly in and out of the boxes. Locating swift boxes under the eaves (where present) is desirable. One of the best designs is those by Schwegler because they are very durable. See below for some websites with examples of swift boxes:http://www.nhbs.com/schwegler_swift_box_16_tefno_173237.html

<http://swift-conservation.org/Shopping!.htm>

Further guidance is available at:

<http://www.swift-conservation.org/InternalNestTrays.htm>

Reason: To help conserve legally protected bats and birds which include priority species.

Post occupation management condition(s)**30. Noise from plant & equipment affecting residential**

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

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

31. Protection of Parking and Servicing Provision

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

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

Activities relating to the collection of refuse and recyclables and the tipping of empty bottles into external receptacles shall only take place between 08.00 and 20.00 Monday to Saturday and not at all on Sundays or Bank Holidays.

Reason: To safeguard the amenities of nearby occupiers

32. Hard and Soft Landscape Works - Shown

The landscaping proposals hereby approved shall be carried out no later than during the first planting season following the date when the development hereby permitted is ready for occupation or in accordance with a programme agreed in writing with the Local Planning Authority. All planted materials shall be maintained for five years and any trees or plants removed, dying, being severely damaged or becoming seriously diseased within 5 years of

Development Control Committee A – 28 November 2018**Application No. 18/02302/F : Land Bounded By Winterstoke Road, Luckwell Road And Lynwood Road Bristol BS3 3HH**

planting shall be replaced with others of similar size and species to those originally required to be planted.

Reason: To ensure that the appearance of the development is satisfactory.

33. 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:

3187-PA-102-E Proposed Block Plan, received 12 September 2018
 3187-PA-103-C Proposed Plan Demolition, received 19 June 2018
 3187-PA-105-J Site Plan Ground Floor, received 25 October 2018
 3187-PA-106-F Site Plan First Floor, received 19 June 2018
 3187-PA-107-E Site Plan Second Floor, received 19 June 2018
 3187-PA-108-E Site Plan Third Floor, received 19 June 2018
 3187-PA-109-E Site Plan Fourth Floor, received 19 June 2018
 3187-PA-110-G Luckwell Road Buildings Ground Floor, received 12 September 2018
 3187-PA-111-F Luckwell Road Buildings First Floor, received 19 June 2018
 3187-PA-112-E Luckwell Road Buildings Second Floor, received 19 June 2018
 3187-PA-113-E Luckwell Road Buildings Third Floor, received 19 June 2018
 3187-PA-114-E Luckwell Road Buildings Roof Plan, received 19 June 2018
 3187-PA-120-B Luckwell Road Buildings Elevations, received 30 April 2018
 3187-PA-125-A Building 3 Elevations, received 30 April 2018
 3187-PA-130-H Lynwood Road Apartments Ground Floor, received 17 October 2018
 3187-PA-131-G Lynwood Road Apartments First Floor, received 17 August 2018
 3187-PA-132-F Lynwood Road Apartments Second Floor, received 19 June 2018
 3187-PA-133-F Lynwood Road Apartments Third Floor, received 19 June 2018
 3187-PA-134-F Lynwood Road Apartments Fourth Floor, received 19 June 2018
 3187-PA-135-F Lynwood Road Apartments Roof Plan, received 19 June 2018
 3187-PA-136-D Lynwood Road Apartments Elevations, received 12 September 2018
 3187-PA-137-B Lynwood Road Apartments Elevations and Sections, received 12 September 2018
 3187-PA-140-A Lynwood Road Comparative Access Plans, received 8 October 2018
 3187-PA-141-A Play Area Plan, received 25 October 2018
 3187-PA-154-B Shadow Study Summer Solstice, received 30 April 2018
 3187-PA-155-B Shadow Study Autumn Equinox, received 30 April 2018
 3187-PA-160-B Site Elevations, received 30 April 2018
 3187-PA-167-C Aerial View 1 Luckwell Road, received 30 April 2018
 3187-PA-168-B Aerial View 2 Winterstoke Road, received 30 April 2018
 3187-PA-170 Street View, received 12 September 2018
 3187-PA-175 View across Courtyard, received 12 September 2018
 3187-PA-176 View from Unit 1, received 12 September 2018
 3187-PA-180-B Detail Shadow Study Summer, received 30 April 2018
 3187-PA-182-A Detail Shadow Study Autumn, received 30 April 2018
 3187-PA-184-B Views from Nos 184-192 (First Floor Rear Window), received 12 September 2018
 3187-PA-190-A Separation Diagrams, received 19 July 2018

Development Control Committee A – 28 November 2018**Application No. 18/02302/F : Land Bounded By Winterstoke Road, Luckwell Road And Lynwood Road Bristol BS3 3HH**

3187-PA-191-A Site Context & Height: Section AA, received 19 July 2018

902-01-A Landscape Proposals, received 17 October 2018

CTP-17-522-SK04 Proposed TRO Plan, received 25 October 2018

Air Quality Assessment, received 30 April 2018

Broadband Connectivity Statement, received 30 April 2018

Ecological Appraisal, received 30 April 2018

Energy & Sustainability Statement, received 30 April 2018

Flood Risk and Drainage Strategy, received 30 April 2018

Noise Impact Assessment, received 30 April 2018

Pergola Structure, received 30 April 2018

Transport Statement, received 30 April 2018

Geotechnical and Contamination Reports, received 30 April 2018

Reason: For the avoidance of doubt.

ADVICES

1. Vegetation Clearance

All species of wild birds, their eggs, nests and chicks are legally protected until the young have fledged. If site clearance or tree or hedge removal is undertaken on site whilst birds are nesting, which is typically between 1st March and 30th September inclusive, then a check is recommended beforehand by a qualified ecological consultant. Where checks for nesting birds are required they should be undertaken by a qualified ecological consultant no more than 48 hours prior to the removal of vegetation or the demolition of, or works to buildings.

2. Works on the Public Highway

The development hereby approved includes the carrying out of work on the adopted highway. You are advised that before undertaking work on the highway you must enter into a highway agreement under Section 278 of the Highways Act 1980 with the Council, which would specify the works and the terms and conditions under which they are to be carried out. Contact the Highway Authority's Transport Development Management Team by emailing transportDM@bristol.gov.uk allowing sufficient time for the preparation and signing of the Agreement. You will be required to pay fees to cover the Council's cost's in undertaking the following actions:

I. Drafting the Agreement

II. A Monitoring Fee equivalent to 15% of the planning application fee

III. Approving the highway details

IV. Inspecting the highway works

Development Control Committee A – 28 November 2018**Application No. 18/02302/F : Land Bounded By Winterstoke Road, Luckwell Road And Lynwood Road Bristol BS3 3HH**

3. Traffic Regulation Order (TRO)

You are advised that a Traffic Regulation Order (TRO) is required. You must submit a plan to a scale of 1:1000 of an indicative scheme for a TRO, along with timescales for commencement and completion of the development. Please be aware that the statutory TRO process is not straightforward; involving the public advertisement of the proposal(s) and the resolution of any objections. You should expect a minimum of six months to elapse between the Highway Authority's TRO Team confirming that it has all the information necessary to enable it to proceed and the TRO being advertised. You will not be permitted to implement the TRO measures until the TRO has been sealed, and we cannot always guarantee the outcome of the process. We cannot begin the TRO process until the appropriate fee has been received. To arrange for a TRO to be processed contact the Highway Authority's Transport Development Management Team by emailing transportdm@bristol.gov.uk

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

4. Impact on highway network during construction

The development hereby approved and any associated highway works required, is likely to impact on the operation of the highway network during its construction (and any demolition required). You are advised that before undertaking any work you must contact the Highway Authorities Network Management Team by emailing traffic@bristol.gov.uk to discuss any temporary traffic management measures required, such as footway, Public Right of Way or carriageway closures or temporary parking restrictions a minimum of eight weeks prior to any activity on site to enable Temporary Traffic Regulation Orders to be prepared and a programme of Temporary Traffic Management measures to be agreed.

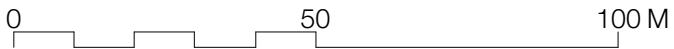
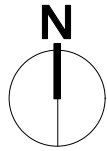
5. Private Road

You are advised that as a result of the proposed layout and construction of the internal access road, the internal access road will not be accepted for adoption by the Highway Authority under Section 38 of the Highways Act 1980. The development will be bound by Sections 219 to 225 (the Advance Payments Code) of the Highways Act 1980, unless and until you agree to exempt the access road. The exemption from adoption will be held as a Land Charge against all properties within the application boundary. Contact the Highway Authorities Transport Development Management Team by emailing DMengineering@bristol.gov.uk

Supporting Documents

2. Land bounded by Luckwell Road & Lynwood Road

1. Site location plan
2. Aerial view Luckwell Road
3. Land registry title
4. Applicant legal position statement
5. Proposed block plan
6. Proposed site elevations



Rev.	Date	By	Revision Notes
D	18/6/18		Proposal site boundary line updated
C			
B			
A			

PLANNING

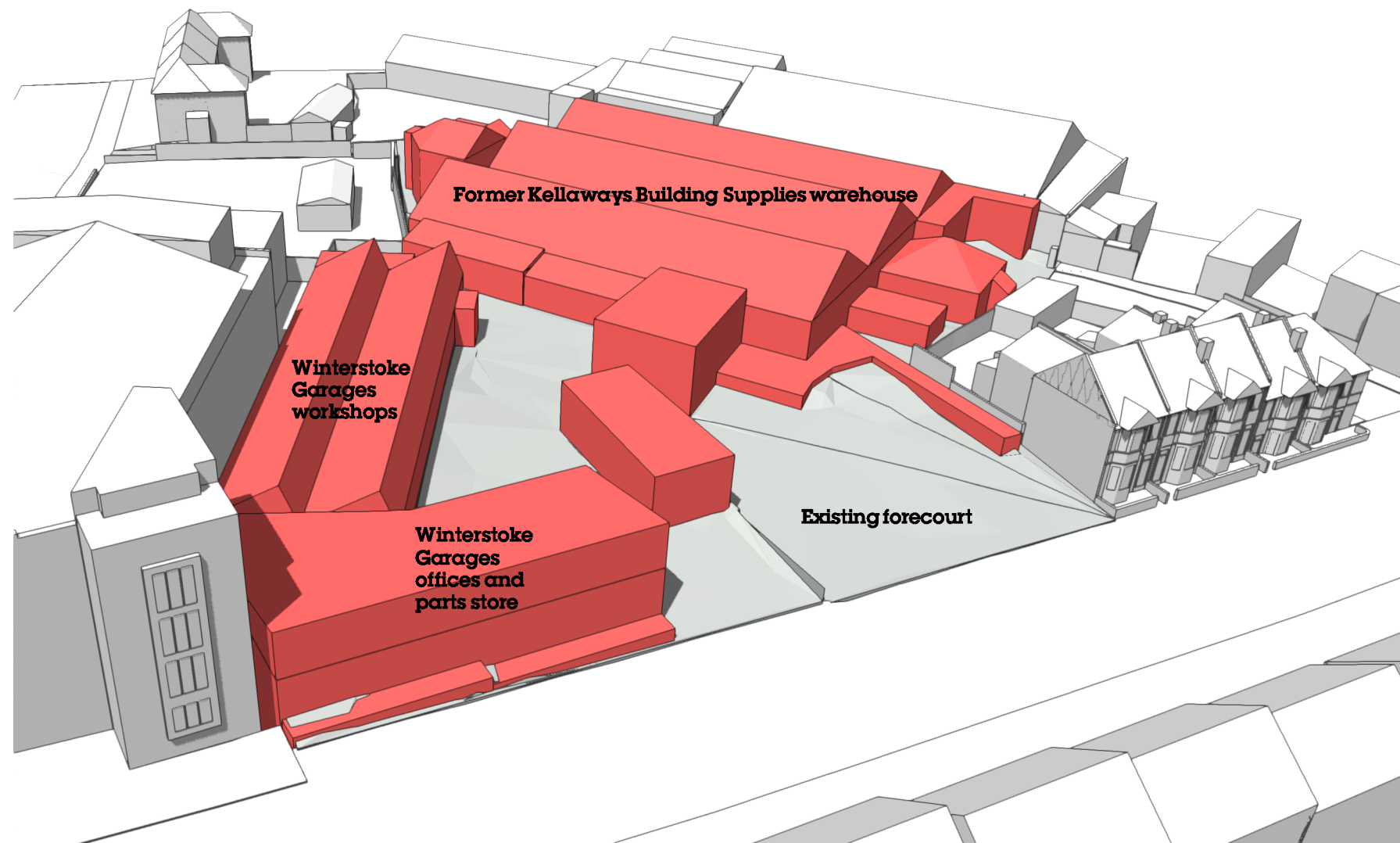


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W www.olearygoss.co.uk

Project Title
**Residential Development at
194 Luckwell Road
Bristol**

Drawing Title
Site Location Plan

Project No. 3187	Drawing No. PA 100 C
Date 22/01/2018	Scale 1:1250 @ A4
Drawn by NW	Checked by NT



Aerial view from South East Existing

Buildings to be demolished shown in red



Aerial view from South East Proposed

Rev.	Date	By	Revision Notes

PLANNING



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Project Title
**Residential Development at
194 Luckwell Road
Bristol**

Drawing Title
**Aerial View 1
Luckwell Road**

Project No. **3187** Drawing No. **PA 167 C**

Date **22/01/2018** Scale **n.is. @ A3**

Drawn by **NW** Checked by **NT**

Title Number : AV40269

This title is dealt with by HM Land Registry, Gloucester Office.

The following extract contains information taken from the register of the above title number. A full copy of the register accompanies this document and you should read that in order to be sure that these brief details are complete.

Neither this extract nor the full copy is an 'Official Copy' of the register. An official copy of the register is admissible in evidence in a court to the same extent as the original. A person is entitled to be indemnified by the registrar if he or she suffers loss by reason of a mistake in an official copy.

This extract shows information current on 24 JUL 2017 at 10:27:34 and so does not take account of any application made after that time even if pending in HM Land Registry when this extract was issued.

REGISTER EXTRACT

Title Number	: AV40269
Address of Property	: 194 Luckwell Road, Bristol (BS3 3HE)
Price Stated	: £440,000
Registered Owner(s)	: JULIAN ERNEST MILLIGAN and LOUISA MILLIGAN of 176-180 Kellaway Avenue, Bristol BS6 7YL.
Lender(s)	: HSBC Bank PLC

Title number AV40269

This is a copy of the register of the title number set out immediately below, showing the entries in the register on 24 JUL 2017 at 10:27:34. This copy does not take account of any application made after that time even if still pending in HM Land Registry when this copy was issued.

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A: Property Register

This register describes the land and estate comprised in the title.

CITY OF BRISTOL

1 (16.01.1979) The Freehold land shown edged with red on the plan of the above Title filed at the Registry and being 194 Luckwell Road, Bristol (BS3 3HE).

2 The Conveyance dated 11 December 1978 referred to in the Charges Register is expressed to grant the following rights:-

"TOGETHER WITH the right in common with the owner or occupier for the time being of the adjoining premises

(a) To use the boiler and fuel tank marked on the plan annexed hereto for the purpose of the heating and supply of water to the premises hereby conveyed but only so long as there shall be no independent heating installation serving the premises hereby conveyed

(b) To use the sprinkler valve installation on the premises

(c) to draw water from the water pipe marked green on the plan attached hereto

(d) To use the central heating installation fire and other apparatus used and serving the premises hereby conveyed with the adjoining premises the Purchaser bearing its proportionate part of the cost of maintenance and insurance thereof."

NOTE: Copy plan filed.

3 The Conveyance dated 11 December 1978 referred to above contains the following provision:-

"IT IS HEREBY DECLARED that the wall marked A - B on the plan annexed hereto is a party structure."

B: Proprietorship Register

This register specifies the class of title and identifies the owner. It contains any entries that affect the right of disposal.

Title absolute

1 (29.08.2002) PROPRIETOR: JULIAN ERNEST MILLIGAN and LOUISA MILLIGAN of 176-180 Kellaway Avenue, Bristol BS6 7YL.

2 (29.08.2002) RESTRICTION: No disposition by a sole proprietor of the land (not being a trust corporation) under which capital money arises is to be registered except under an order of the registrar or of the Court.

3 (29.08.2002) The price stated to have been paid on 12 August 2002 for the land in this title and in title AV61911 was £440,000.

4 (29.08.2002) The Transfer to the proprietor contains a covenant to observe and perform the covenants referred to in the Charges Register

B: Proprietorship Register continued

and of indemnity in respect thereof.

- 5 (27.01.2012) RESTRICTION: No disposition of the registered estate by the proprietor of the registered estate is to be registered without a written consent signed by the proprietor for the time being of the Charge dated 22 December 2011 in favour of HSBC Bank PLC referred to in the Charges Register.

C: Charges Register

This register contains any charges and other matters that affect the land.

- 1 A Conveyance of the land in this title dated 11 December 1978 made between (1) Arthur Albert Farmer and June Nora Collins (Vendors) and (2) Rowland Adams (Metals) Limited (Purchaser) contains the following covenants:-

"The Purchaser hereby covenants with the Vendors so as to bind the property hereby conveyed into whosoever hands the same may come and to benefit and protect the adjoining property of the Vendors that the Purchaser and its successors in title will not at any time interfere with or permanently cut off the water supply to the fire prevention appliances common to both premises hereby conveyed and the Vendors' adjoining property."

NOTE: Copy plan filed.

- 2 The land is subject to the following rights reserved by the Conveyance dated 11 December 1978 referred to above:-

"EXCEPTING AND RESERVING to the Vendors or their successors in title owners or occupiers for the time being of the adjoining premises a right of way at all times and for all purposes (including loading and unloading vehicles) over that part of the premises hereby conveyed as is shown hatched red on the said plan."

NOTE: The land hatched red on plan to Conveyance dated 11 December 1978 has been tinted blue on the filed plan.

- 3 (27.01.2012) REGISTERED CHARGE dated 22 December 2011 affecting also title AV61911.
- 4 (27.01.2012) Proprietor: HSBC BANK PLC (Co. Regn. No. 14259) 40-54-47 of Securities Processing Centre, P.O. Box 6304, Coventry CV3 9JY.

End of register

H. M. LAND REGISTRY

NATIONAL GRID PLAN

ST 5770

SECTION N

COUNTY OF AVON

BRISTOL DISTRICT

Scale 1/1250

ADMINISTRATIVE AREA

CITY OF BRISTOL



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TITLE No. AV 40269



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This title is dealt with by HM Land Registry, Gloucester Office.

Ms. Natalie Queffurus
Development Management
City Hall
Bristol City Council
PO Box 3176
Bristol
BS3 9FS

1 November 2018

Dear Sirs

Re: Luckwell Road and Winterstoke Road

I have been asked to explain the position in relation to loading and unloading at the access of 194 Luckwell Road, Bristol BS3 3HE in as much detail as possible.

When the then owners of 194 Luckwell Road, Bristol BS3 3HE, (which is the ex-Kellaway supplies site) Arthur Albert Farmer and June Nora Collins sold 194 Luckwell Road, Bristol BS3 3HE to the present owner's predecessors in 1978 they made the following exception and reservation for the benefit of their retained land now known I believe as the Winterstoke Centre:

"EXCEPTING AND RESERVING to the Vendors or their successors in title owners or occupiers for the time being of the adjoining premises a right of way at all times and for all purposes (including loading and unloading vehicles) over that part of the premises hereby conveyed as is shown hatched red on the plan."

I have attached a copy of the Land Registry plan which shows the area referred to hatched red, coloured in blue.

It is important to note that section 62 of the Law of property Act 1926 provides that upon sale of land the entirety of the land and all rights attach to it pass to the buyer, but *"only if and as far as a contrary intention is not expressed in the conveyance, and has effect subject to the terms of the conveyance and to the provisions therein contained."* This means that the terms of a conveyance must be construed strictly; a right of way is a right of passage not a right to remain, to park or to obstruct.

It follows as a matter of trite law that any attempt by the Winterstoke Centre to park or obstruct the access would be a trespass and dealt with accordingly (by way of an injunction and claim for damages)

You will see that the existing loading bay used by the owners of Winterstoke Centre is shown on the plan with a dotted line together with the loading bay used by the owners of 194 Luckwell Road, Bristol BS3 3HE.

Although the exception and reservation is described as a 'right of way' including loading and unloading vehicles, in reality the exception and reservation can only be used for loading and unloading, because it does not lead anywhere other than the loading platform used by Winterstoke Centre. It does not otherwise lead anywhere else and I will therefore refer to it for future reference as the "**Loading Area**".

The present owners of 194 Luckwell Road, Bristol BS3 3HE have confirmed that during the period of their ownership the Loading Area used mainly for parking for their own staff. The Loading Area has been used only very occasionally and then for a short period of time by the owners of Winterstoke Centre and when required the staff would have to move one (only) of their vehicles to allow use of the loading bay, certainly less than 12 times per year. They have also confirmed that access to the industrial units has been predominantly via the pedestrian doorway.

I can confirm that under the terms of the Exception and Reservation I have referred to and the actual use to which the Loading Area has been put, the following;

- Firstly, vehicles belonging to Winterstoke Centre are not permitted anywhere outside of the Loading Area,
- Secondly, they are not allowed by the Exception and Reservation to be unattended (loading and unloading must by definition be an attended activity),
- Thirdly, Winterstoke Centre are not allowed to park, nor unreasonably obstruct the Loading Area shown coloured blue on the plan.

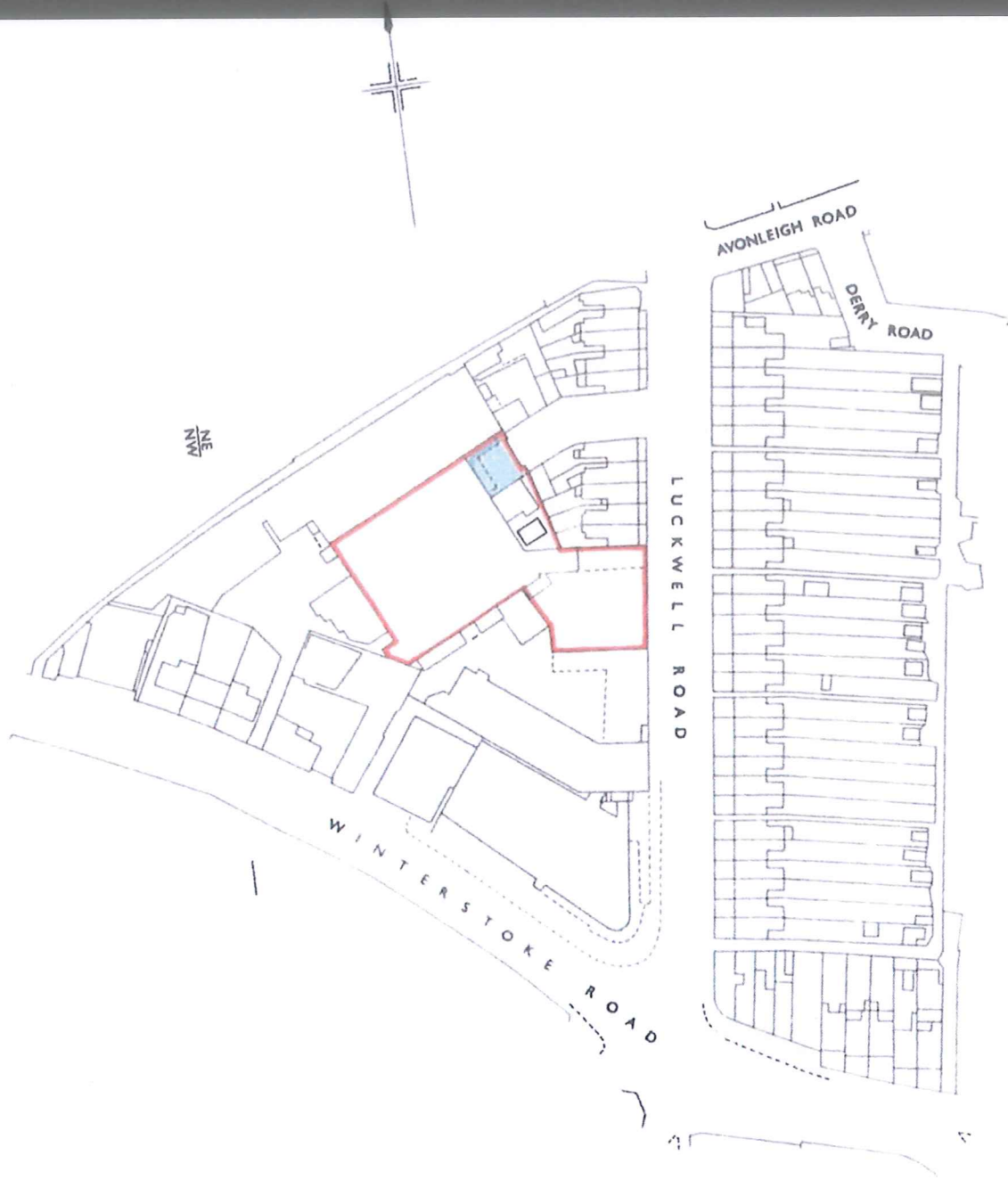
I enclose copies of the Statutory Declarations made by Mr. Julian Milligan, Mr. Luke Allen and Mr. Nick Rainey by way of evidence in relation to the forgoing factual account as to the past user of the access way and of the Loading platform.

Finally, I can confirm that in my opinion there is no reason to suggest that the Winterstoke Centre operations will be compromised to the slightest extent by the proposed development.

Yours Faithfully,


P.D Hambly-Smith.

Cook & Co

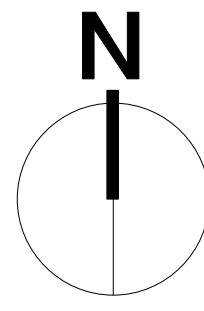


by the Director
of Land Registry
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TITLE No. AV 40269

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Rev.	Date	By	Revision Notes
E	11/9/18		Crossing point added at site entrance off Lynwood Road. 45deg splay added to longitudinal accessible space. Bollards shown to visitor bikes to rear of Building 1.
D	18/6/18		Loading area clarified
C	-		-
B	-		-
A	-		-

PLANNING



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11a Alexandra Park
Redland
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Project Title
**Residential Development at
194 Luckwell Road
Bristol**

Drawing Title
**Block Plan
Proposed**

Project No.
3187

Drawing No.
PA 102 E

Date
22/01/2018

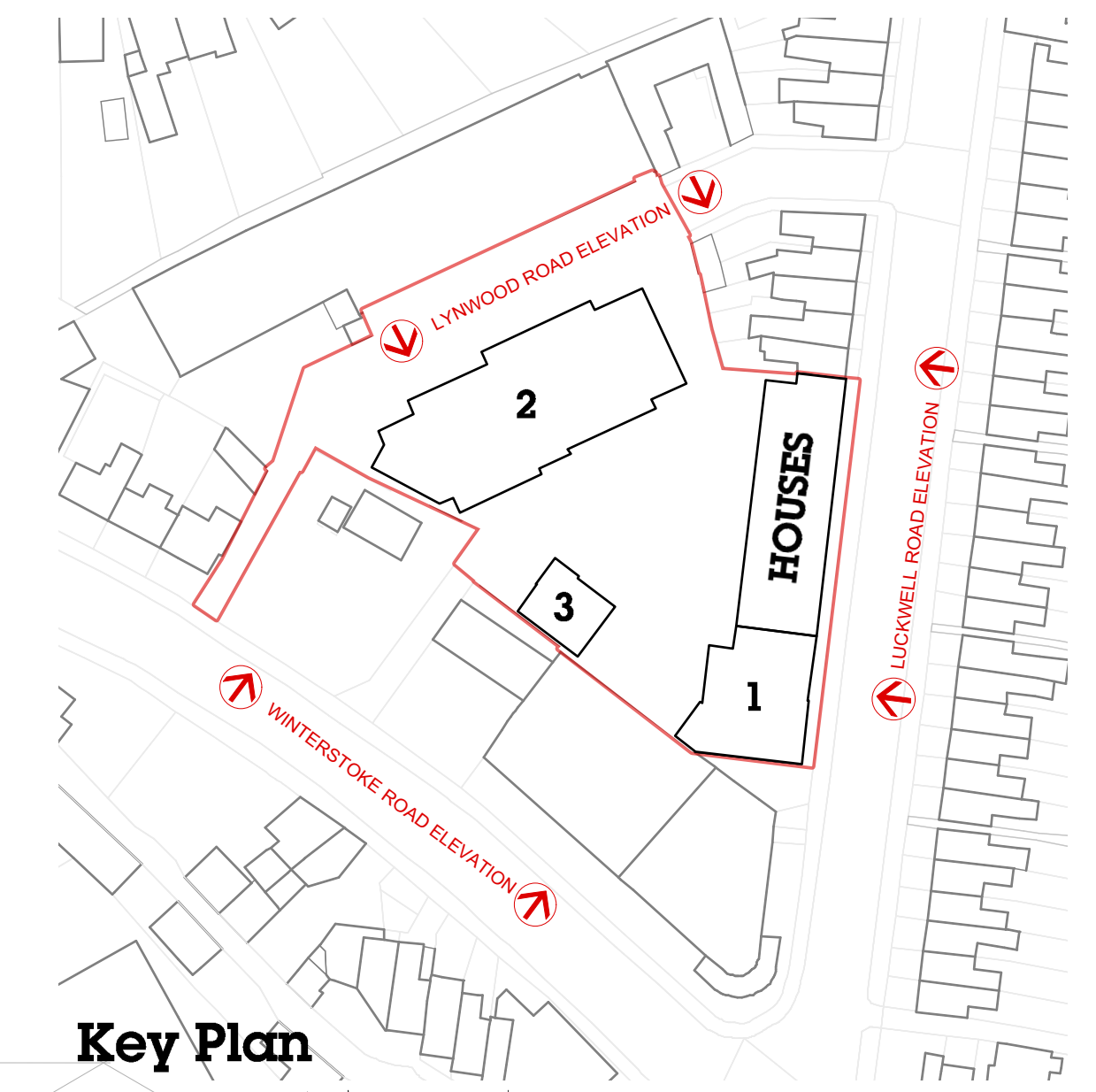
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NW

Checked by
NT



Site Elevation 1
Luckwell Road



Key Plan



Site Elevation 2
Lynwood Road

0 25 50 M



Site Elevation 3
Winterstoke Road

Rev.	Date	By	Revision Notes

PLANNING



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Project Title
**Residential Development at
194 Luckwell Road
Bristol**

Drawing Title
Site Elevations

Project No.
3187

Drawing No.
PA 160 B

Date
22/01/2018

Scale
1:200 @ A1

Drawn by
NW

Checked by
NT

Development Control Committee A – 28 November 2018
Application No. 17/06631/F : 17 Bridge Walk Bristol BS7 0LE

SITE DESCRIPTION AND APPLICATION

The application relates to a plot of land, currently occupied by a detached bungalow, on the northern side of Bridge Walk, Lockleaze. The plot fronts Bridge Walk opposite the junction with Melton Crescent.

The application proposes the demolition of the existing bungalow on the site and construction of a three-storey building containing seven flats. The existing vehicular access point would be retained, serving one off-street parking space; and providing access to communal cycle storage and refuse/recycling storage facilities. Landscaped areas around the building would provide private and communal amenity areas.

See plans and supporting documents for full details.

-

RELEVANT HISTORY

There is no relevant planning history at the application site.

EQUALITIES ASSESSMENT

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

RESPONSE TO PUBLICITY AND CONSULTATION

Consultation was undertaken via site notice and letters sent to surrounding properties. 12 written responses were received from surrounding residents, along with representation from local councillors.

Councillors Tincknell and Kirk have commented as follows:

We would like to register our concerns about the above application and to reflect those of ward residents in the area. The proposed building is in design out of keeping with the style and size of adjacent buildings, which are mainly residential and 'traditional' in design. It is much larger than neighbouring properties and is likely to encroach on the privacy and access to sunlight of houses next to it. There are also concerns about restricted parking spaces in the area and the impact this block would have, especially at busy times. We consider this application would lead to overdevelopment of this residential street.

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Concerns raised by surrounding residents can be summarised as follows:

Residential Amenity

- o Overbearing on neighbouring buildings and residents
- o Overlooking
- o Overshadowing
- o Noise associated with increased occupancy
- o Noise from vehicle accessing the rear of the site
- o Noise and disturbance during construction
- o Potential for refuse/recycling issues

Design

- o Development is over-scaled for the context
- o The building design is out of character for the area
- o Inappropriate materials
- o Building is set too far forward, out of context of existing building lines
- o Overdevelopment of the site
- o Lack of spacing between properties
- o Loss of green (garden) space

Highways

- o Highway Safety, including pedestrian safety
- o History of accidents due to poor visibility in the vicinity of the site
- o Increased pressure for on street parking
- o Inadequate parking provision on site

Flood Risk

- o Flooding concerns as rainwater would not connect to main sewers [the system proposed would connect to the main sewer]

Other

- o Loss of views

A second round of consultation was undertaken following minor revisions to the scheme. 12 written responses were received from neighbouring residents, reiterating comments previously made as set out above.

Councillor Kirk commented as follows:

Despite some revision of the original plans, I still believe this proposed development to be inappropriate and disproportionately large for this residential street. Close neighbours have expressed their opposition on grounds of the new development overlooking their gardens, infringing on their privacy, blocking light and compromising road safety with a lack of off road parking that is likely to add to pre-existing parking pressures in this road. I share these concerns and do not feel the revised plans address the problems raised by residents.

Following more significant revisions to the scheme, which amended the layout, siting, design and form of the proposed development, a third round of consultation was undertaken, via site notice and neighbour letters. Nine written responses were received, the comments received again reiterate the concerns previously raised, as set out above.

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The various points raised will be discussed within the key issues section of this report.

The City Council Urban Design Officer has commented in relation to the original submission as follows (25.01.2018):

- o There is too much bulk at high level - this should be reduced.
- o A family unit with a garden is required.
- o Move bin store off frontage.
- o Direct access to/from the street should be provided, rather than side/rear access.
- o Red brick (not buff) should be used to accord with local character.
- o A good quality landscaping scheme is required.

Some amendments were made to the scheme, with further comments as follows (24/04/18 and 01/05/2018):

A combination of the spatial qualities of site; the proposed brutal architecture; an over-complicated design; and lack of soft landscaping, results in a scheme that does not sit comfortably within context appearing harsh and contrary to design policies.

The building form should be simplified and the front building line pushed back from the street, with vegetation to visually soften. Ground floor units should have direct (principle) access from street. Increase glazing to south elevation - relocate living spaces and bedrooms to aid privacy as part of this. Could have front porch(es) to frame entrance(s) off street and break up the south elevation. Points previously raised prior to amendments are not fully resolved - rear parking, front entrances.

A revised scheme was received 11/07/18, with some further minor amendments requested regarding layout, prior to the submission of the final scheme for consideration.

The City Council Urban Design Officer has commented as follows (23.10.2018):

It is considered that the revised scheme positively addresses the majority of issues raised, as such City Design Group do not object on design grounds.

The City Council Highways Officer has commented as follows (09.11.18):

Recommendations

Transport Development Management considers the revised proposal acceptable on highway safety grounds providing:

- o A site plan with vehicular visibility splays of 2.4m x 25m (20mph) is submitted to demonstrate that the proposed location of the building will not obstruct motorist's views of any oncoming traffic.
- o A Parking Survey is undertaken to determine if there would be sufficient room on-street to support any additional vehicles generated by residents of the development.
- o Appropriate drainage is provided at the point of access.
- o Double yellow lines are provided in front of the site to prevent vehicles from parking on the footways, thereby obstructing vehicular visibility splays.
- o The size of the cycle store is increased to enable 14 cycles to be accommodated.
- o The waste and cycle store area and the driveway are appropriately illuminated.

Conditions recommended regarding parking provision, servicing facilities, external lighting, and retention of a clear visibility splay to a height of 0.6 metres.

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The City Council Nature Conservation Officer has commented as follows (06.02.18):

Conditions are recommended with regard to a 'soft strip' method being employed for roof removal of the existing property to be demolished, as a precautionary measure in accordance with recommendations in the submitted bat scoping survey.

The proposed site plan appears to show the retention of the existing hedgerows on the western and northern boundaries and this is recommended from an ecological point of view. A condition is recommended in relation to clearance of any vegetation to avoid the bird nesting season.

In accordance with Policy DM29 in the Local Plan, the provision of a living (green/brown) roof is recommended to provide habitat for wildlife. Policy DM29 states that 'proposals for new buildings will be expected to incorporate opportunities for green infrastructure such as green roofs, green walls and green decks.' Living roofs can be integrated with photovoltaic panels and also contribute towards Sustainable Urban Drainage Systems (SuDS), air pollution mitigation and reducing the urban heat island effect. Living roofs can be provided on buildings, as well as on bin stores and cycle shelters. [Guidance for living roofs is provided within the Advices section of this report].

RELEVANT POLICIES

National Planning Policy Framework – July 2018

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.

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

KEY ISSUES

(A) PRINCIPLE AND HOUSING MIX

Core Strategy policy BCS5 aims to deliver new homes within the built up area to contribute towards accommodating a growing number of people and households in the city. The policy states that the development of new homes will primarily be on previously developed sites across the city, but some new homes will be developed on open space which does not need to be retained as part of the city's green infrastructure provision. Policy BCS20 seeks the efficient use of land, with higher densities supported in various locations including in and around designated centres, and along or close to main public transport routes.

The application site is located approximately 50 metres from the designated local centre at Filton Avenue, along with regular bus services to/from Filton Avenue. A larger designated centre is also located approximately 550 metres to the west on Filton Road. On this basis the provision of higher density development on the site is supported in principle terms by current policy.

The scheme would provide 1 one-bedroom unit, 5 two-bedroom units, and 1 three-bedroom family unit. Each flat would have private outdoor amenity space, which in the case of the family unit would comprise a private garden to the rear of the site, whilst the other flats would benefit from balconies/terraces. A communal garden is also proposed to the rear of the site.

Housing stock within the Lockleaze ward (2011 census) comprises 17.5% flats and 82.5% houses. 70.6% of the dwellings contain 3 or more bedrooms. The application site is located within the Filton Avenue North Lower Super Output Area (LSOA) which comprises 28.4% flats and 71.6% houses. 53% of the dwellings contain 3 or more bedrooms. The adjoining LSOA at Filton Avenue South has a

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higher proportion of houses at 93%, and 86.8% of the accommodation has 3 or more bedrooms. On the basis of these figures the principle of flats is acceptable, and overall it is considered that a reasonable accommodation mix would be provided.

(B) RESIDENTIAL AMENITY

Policy BCS18 requires residential development to provide sufficient space for everyday activities and enable flexibility and adaptability by meeting appropriate space standards. Policy BCS21 expects development to create a high quality environment for future occupiers while safeguarding existing surrounding development. Policy DM2 requires development to provide a good standard of accommodation by meeting relevant requirements and standards. Policy DM29 expects new buildings to safeguard the amenity of the host premises and neighbouring occupiers.

During the course of the application a number of design revisions were undertaken, which included consideration of the relationship with neighbouring properties and residents. Whilst new windows and terraces/balconies to the front and rear of the building would enable additional overlooking of surrounding properties when compared with the existing bungalow, this would be to a degree that conforms with the established layout characteristics of the area and is reasonable within the context. Side-facing windows to habitable rooms at first and second floor levels would all be secondary windows to rooms and are proposed to be obscure glazed to prevent overlooking, which is acceptable and can be secured by condition.

Balconies/terraces are proposed to the front of the building and are generally enclosed, with the exception of the top floor unit which would have a terrace at roof level. A condition would be added requiring the provision of privacy screens either end of the top floor terrace to prevent overlooking of private garden areas. A condition would also be imposed, preventing the use of the rear portion of the building's roof being used as a terrace/balcony in order to safeguard neighbouring amenity.

The proposed building would have a larger footprint and would be of a greater scale than the existing bungalow on site, and as such the proposed building would have a greater impact than existing when considering overshadowing. The proposal is supported by the provision of a shadow study, which details that the level of shading of neighbouring properties would be greater than existing, as expected. The position of the building in relation to neighbouring properties has however been considered in relation to shading as part of the design process and the extent of shading is limited to partial shading of neighbouring gardens at certain times at certain times of the year. Overall the overshadowing impacts are considered limited and acceptable in residential amenity terms.

The position of the building within the site has taken account of building lines to the front, as well as relationship with the rear of neighbouring properties. The ground floor would be set into the ground slightly, and the top storey would not cover the full extent of the building. The result of these measures are in part that the scale and bulk of the building are minimised, particularly where development is adjacent to neighbouring properties, and as such the development would not be unacceptably overbearing upon neighbouring residents.

Noise associated with increased occupancy was raised as a concern within objection comments. Amendments to the scheme during the course of the application have removed the originally proposed parking area from the rear of the site, and replacing this with private and communal soft landscaped garden space. This arrangement accords with the existing character and layout of land use/function and prevents intrusion upon surrounding private garden areas that would result from noise associated with vehicle movements. Whilst the number of residents occupying the site would increase, the residential occupation of the building proposed does not give rise to noise concerns within the surrounding residential context.

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The flats are to be arranged with living rooms to the front and bedrooms to the rear, with associated benefits of natural surveillance of the public realm from living rooms, and privacy to bedroom areas which would be located away from the public realm.

When considering future residents, the proposed dwellings accord with current space standards requirements, and with all flats benefitting from private outdoor amenity space (a garden for the family unit and a balcony/terrace for each other unit) as well as the communal garden space available for use by all residents. Servicing facilities are conveniently located. All but two units are dual aspect, and those which are single-aspect face south-east such that reasonable levels of daylight would be achieved.

A Construction Environmental Management Plan could be conditioned as part of any approval to ensure that disruption is minimised during construction.

On the basis of the above, and given the imposition of relevant planning conditions, the proposal is found to be acceptable in residential amenity terms.

(C) DESIGN

Core Strategy policy BCS21 relates to overarching urban design principles to ensure high quality development acceptable within its context, with Development Management policies DM21 and DM26 relating specifically to the development of private gardens and local character and distinctiveness respectively. Policy DM26 requires development to contribute towards local character and distinctiveness, in relation to various factors including pattern and grain of development, scale, character, function and architectural styles. Policy DM27 is concerned with layout and form, including principles in relation to blocks and plots. DM29 relates to new buildings and requires a high standard of quality and visual interest which contributes positively to the character of an area.

The application site is set within an existing residential area, amongst a post-war housing development. Further to the west is more historic housing stock, while to the north is a modern housing estate. The immediate context is defined by frontage development set within irregular-shaped blocks with occasional intervening cul-de-sacs. The locally characteristic building stock is of predominantly two-storey terraced and semi-detached houses, although there are exceptions including the existing detached bungalow which occupies the application site, and a larger flatted block opposite. Hipped and gable-ended roofs are commonplace locally, with prevailing finishing materials being a combination of red facing brickwork and render and red/brown roofing tiles.

The building proposed is of three stories, with the ground floor set into the ground slightly so that the overall building height accords with that established locally. The proposed development is of a greater scale and bulk than surrounding development, however significant improvements in this regard have been made during the course of the application, through a reduction in high level bulk. The second floor is set within a roof structure set back from the building edge, to further reduce height level bulk.

The building is of a contemporary form and of a more brutal architectural appearance than surrounding development, however elevational relief and vertical features, along with improved fenestration layout, and the provision of soft landscaping, have softened the building when compared with the original submission. The building has also been pushed back into the site when compared with the original submission, with the effect of reducing visual dominance within the street scene and better according with established building line and layout characteristics.

It is acknowledged that the building is of a greater scale than surrounding development, however the application plot is also of more generous dimensions, and the design approach has sought to provide a unique building that also draws on established local characteristics in relation to layout and

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materiality, with the building to be predominantly finished in red facing brickwork.

The proposed design is considered to incorporate adequate breathing space between existing and proposed buildings and the development includes private and communal garden space as well as private terrace areas serving each flat.

Overall the development is considered to represent an efficient use of the site that responds to local design characteristics whilst providing a unique contemporary building. Subject to the imposition of relevant planning conditions, the proposed design is considered acceptable.

(D) HIGHWAYS AND SERVICING

Core Strategy policy BCS10 sets out a transport hierarchy for the design of developments, and expresses that development should be located where sustainable travel patterns can be achieved; should minimise the need to travel; and maximise opportunities for the use of walking, cycling and public transport. It is also expressed that developments should be designed and located to ensure the provision of safe streets.

Policy DM23 expresses that development should not give rise to unacceptable traffic conditions and will be expected to provide: safe and adequate access onto the highway network; adequate access to public transport; transport improvements where necessary; adequate provision for pedestrians and cyclists. The policy also requires the provision of adequate servicing facilities, and safe accessible and usable parking in accordance with the parking standards schedule. Policy DM32 requires adequate refuse and recycling provision in new development.

Throughout the planning application process a number of alterations to the scheme design have occurred from a highways perspective, including alterations to the parking and servicing arrangements and layout, which has included the reduction in off-street parking to one space, with associated turning head to enable a vehicle to enter and exit the site in a forward gear. Neighbour comments have raised concern of inadequate off-street parking provision, however the level of off-street parking proposed accords with current planning policy requirements, which set a maximum acceptable level rather than stipulating a minimum necessary provision. It should also be noted that the site is considered to be sustainably located by virtue of its position approximately 60 metres from local shopping provision within a designated local centre, and being well served by frequent bus services.

The single parking space would be served by a turning head so that inward and outward vehicle manoeuvres would be in a forward gear, with the existing vehicular access point being used. The City Council Highways Officer has expressed that a 2.4 by 25 metre visibility splay should be provided from the site exit, which is possible to the east, and any structures/vegetation within that splay be no more than 0.6 metres in height, which would affect the landscaping scheme and can be conditioned. To the west the existing neighbouring hedge would be within the aforementioned visibility splay, however this is as existing and outside the application site such that it cannot be controlled under the scope of this application.

The City Council Highways Officer has requested a parking survey be undertaken for the area to aid assessment as to whether the proposed parking levels are acceptable. Given that the proposal is sustainably located and that the level of car parking proposed is policy compliant, this is not considered reasonable or necessary. The suggested provision of double yellow lines to the front of the property is also considered unreasonable under the scope of the application given that the existing established vehicular access/exit point would be retained; with fewer vehicle movements into/out of the site likely due to a reduction in parking provision; and given that parking can currently take place on-street in this location, with the same relationship with the existing vehicular access.

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Cycle storage would be provided within a purpose store to the east of the building within a communal area. The location and layout of the cycle store are acceptable. 12 cycle parking spaces are proposed, however a policy compliant provision would be 13 spaces, and as such an amended cycle store could be secured by condition to ensure policy compliant cycle parking provision.

Refuse and recycling would be stored within a purpose built store, which is conveniently located and adequately sized. External lighting can be secured by condition to ensure a safe environment around the servicing facilities.

In the interests of Highway Safety and general amenity, it is recommended that a Construction Management Plan be secured by condition.

On the basis of the above, subject to the provision of relevant planning conditions the proposal is found acceptable in relation to highways and servicing matters.

(E) SUSTAINABILITY AND FLOOD RISK

Current planning policy (BCS13-16) within the adopted Bristol Development Framework, Core Strategy (2011) requires new development to be designed to mitigate and adapt to climate change and meet targets to reduce carbon dioxide emissions. This should be achieved, amongst other measures, through efficient building design, the provision of on-site renewable energy generation to reduce carbon dioxide emissions by at least 20% based on the projected residual energy demand of new buildings and extensions to existing buildings, and for new development to mitigate against the risk of flooding, including rainwater soak-away drainage. The approach proposed should also be supported by the provision of a sustainability statement and an energy strategy.

On-site renewable energy generation is proposed through the use of solar PV panels, adequate to reduce CO2 emissions from residual energy demand by 22%, which is acceptable and policy compliant.

Rainwater soak-away drainage is not feasible on site, and following a hierarchical approach, underground storage tanks are proposed, with attenuated flow feeding into the main sewer in order to limit discharge rates to 5 litres per second. Filtration to achieve water quality improvements is also to be incorporated. A green roof is also proposed to the rear portion of the roof above first floor level, and to the second floor roof, which would aid a reduction in run-off rates. These measures are acceptable. A detailed design for a sustainable drainage system to serve the development would be required if permission is granted, which could be secured via condition.

Given the imposition of appropriate planning conditions, the proposal is found to be acceptable when considering issues relating to sustainability and flood risk.

(F) TREES AND LANDSCAPING

Policies BCS9 and DM17 seek to retain existing trees wherever possible as part of new development. Policy BCS9 expresses that development should incorporate new and/or enhanced green infrastructure appropriate for the site. Policy BCS21 requires development to provide a high quality environment for future occupiers and DM27 expects a high quality landscape design including consideration of functionality of external spaces as well as the use of trees and other plants appropriate to the character of the site and its context.

The proposal would not result in the loss of any trees and existing hedges to the northern and western boundaries would be retained. Whilst the extent of garden space would be reduced when compared with existing, private and communal soft landscaped gardens would be provided, as well as useable

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hard surfaced servicing areas. A green roof would also provide biodiversity benefits. The scheme includes the provision of soft landscaping to the front of the building to soften the form of the building and in recognition of the character of the area, which includes soft landscaped frontage areas. A scheme of soft landscaping for the site will need to be conditioned as part of any approval for the site, and in relation to the frontage area will need to take account of the visibility splay set out within key issue D.

On the basis of the above and given the imposition of relevant planning conditions, the proposal is considered acceptable in relation to trees and landscaping.

(G) NATURE CONSERVATION

Core Strategy policy BCS9 states that national and local sites of biological and geological conservation importance will be protected having regard to the hierarchy of designations and the potential for appropriate mitigation. The extent to which a development would contribute to the achievement of wider objectives of the Core Strategy will be carefully considered when assessing their impact on biological and geological conservation. Where development would have an impact on the Bristol Wildlife Network it should ensure that the integrity of the network is maintained or strengthened.

The proposal incorporates a significant area of green/living roof, which would provide wildlife benefits and help mitigate the loss of existing soft landscaped garden area. A condition would be added for the provision of the proposed green/living roof prior to occupation and advice given in relation to an appropriate specification.

The application is supported by a bat scoping survey, and whilst no evidence of bats has been found on site, the City Council Nature Conservation Officer has recommended that the roof of the existing building is removed using a 'soft strip' method as a precautionary measure, as set out within the recommendations of the submitted bat survey. This could be secured by condition.

Overall, the proposal is considered acceptable in nature conservation terms.

CONCLUSION

The proposal would provide appropriately positioned and required residential accommodation which meets city wide and localised policy aspirations. The scheme adequately safeguards neighbouring amenity as well as that of future occupiers and is of a design which, whilst has given rise to some concern locally, has been amended to successfully resolve initial concerns raised from Urban Design Officers, and would provide a striking modern addition to the area. Adequate parking and servicing arrangements would be provided, in line with current planning policy requirements, with the existing established vehicular access utilised. The scheme adopts a sustainable design approach and incorporates renewable energy technologies, as well as a sustainable drainage system. As such the application is recommended for approval, subject to relevant planning conditions, as set out below.

COMMUNITY INFRASTRUCTURE LEVY (CIL)

CIL LIABILITY

The CIL liability for this development is £29,660.71

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RECOMMENDED GRANTED subject to condition(s)

Time limit for commencement of development

1. Full Planning Permission

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

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

Pre commencement condition(s)

2. Site Specific Construction Environmental Management Plan

No development shall take place until a site specific Construction Environmental Management Plan has been submitted to and been approved in writing by the Council, and be adhered to throughout the demolition and construction periods. The plan should include, but not necessarily be limited to:

Parking of vehicle of site operatives and visitors

Routes for construction traffic

Hours of operation

Method of prevention of mud being carried onto highway

Pedestrian and cyclist protection

Proposed temporary traffic restrictions

Arrangements for turning vehicles

Arrangements to receive abnormal loads or unusually large vehicles

Procedures for maintaining good public relations including complaint management, public consultation and liaison

Arrangements for liaison with the Council's Pollution Control Team

All works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed with the Local Planning Authority, shall be carried out only between the following hours:

08 00 Hours and 18 00 Hours on Mondays to Fridays and 08 00 and 13 00 Hours on Saturdays and; at no time on Sundays and Bank Holidays.

Deliveries to and removal of plant, equipment, machinery and waste from the site must only take place within the permitted hours detailed above.

Mitigation measures as defined in BS 5528: Parts 1 and 2 : 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works.

Procedures for emergency deviation of the agreed working hours.

Bristol City Council encourages all contractors to be 'Considerate Constructors' when working in the city by being aware of the needs of neighbours and the environment.

Control measures for dust and other air-borne pollutants. This must also take into account the need to protect any local resident who may have a particular susceptibility to air-borne pollutants.

Measures for controlling the use of site lighting whether required for safe working or for security purposes.

Reason: In the interests of the amenities of surrounding occupiers

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3. Sustainable Urban Drainage System (SUDS)

No development shall take place until a detailed design of surface water drainage for the site using sustainable drainage methods has been submitted to and approved in writing by the Local Planning Authority. The scheme of surface water drainage shall be completed in accordance with the approved detailed design prior to the occupation of the building and shall be retained and maintained as such thereafter.

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal.

4. Submission and Approval of Landscaping Scheme

No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of hard and soft landscaping for the whole site, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection, in the course of development. The landscaping scheme shall take account of the need for a 2.4 metre by 25 metre visibility splay from the vehicular egress point, and within that splay there shall be no plants or structures in excess of 0.6 metres in height. Elsewhere on the frontage area more substantial planting is encouraged where appropriate. The approved scheme shall be implemented so that planting is carried out no later than the first planting season following the occupation of the building(s) or the completion of the development whichever is the sooner. All planted materials shall be maintained for five years and any trees or plants removed, dying, being damaged or becoming diseased within that period shall be replaced in the next planting season with others of similar size and species to those originally required to be planted unless the council gives written consent to any variation.

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

5. Green roof specification and provision

Prior to the commencement of the green roof hereby approved, detailed specifications of the green roof construction and planting proposed shall be submitted to and approved in writing by the local planning authority. The green roof shall then be completed in accordance with the approved details prior to the first occupation of the development hereby approved, and retained and maintained as such thereafter.

Reason: In the interests of sustainability, flood risk and biodiversity.

6. Sample Panels before specified elements started

Sample panels of all external finishing materials are to be erected on site and approved in writing by the Local Planning Authority before the relevant parts of the work are commenced. The development shall be completed in accordance with the approved details before the building is occupied.

Reason: To ensure an appropriate finished appearance within the context.

7. Bats

As a precautionary measure, the demolition of the bungalow shall be carried out using a 'soft strip' method. The roof shall be carefully stripped by hand and roof tiles and panels should be

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lifted not slid, in order to prevent any potential injury to bats. If bats are encountered all demolition or construction work should cease and an ecological consultant or the Bat Conservation Trust (Tel 0845 1300 228) should be consulted for advice.

Reason: To conserve legally protected bats in the event that they are found to be roosting.

8. Vegetation Clearance

No clearance of vegetation or structures suitable for nesting birds, shall take place between 1st March and 30th September inclusive in any year without the prior written approval of the local planning authority. The authority will require evidence provided by a suitably qualified ecological consultant that no breeding birds would be adversely affected before giving any approval under this condition. Where checks for nesting birds by a qualified ecological consultant are required they shall be undertaken no more than 48 hours prior to the removal of vegetation or the demolition of, or works to buildings.

Reason: To ensure that wild birds, building or using their nests are protected.

9. Artificial Lighting (external)

Prior to the commencement of the relevant element of the scheme, a report detailing an external lighting scheme for the development, to include dusk to dawn lighting, and including predicted light levels at neighbouring residential properties, shall be submitted to and approved in writing by the Local Planning Authority. The scheme of external lighting shall then be completed in accordance with the approved details prior to the first occupation of the development hereby approved.

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

Reason: In the interests of safety and security and in order to safeguard the amenities of surrounding residential occupiers

10. Privacy screens

Full details of privacy screening/guarding to each end of the roof terrace serving the second floor flat shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of that element of the scheme. The details approved shall be completed prior to the occupation of the development and retained and maintained as such thereafter.

Reason: In the interests of residential amenity.

11. Cycle Storage

Prior to the commencement of the cycle storage facilities, full details of the proposed cycle store shall be submitted to and approved in writing by the Local Planning Authority, and shall be adequate to accommodate at least 13 bicycles. The development shall not be occupied until the cycle parking facilities have been provided in accordance with the approved details and thereafter shall be kept free of obstruction and available for the parking of cycles only.

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

Development Control Committee A – 28 November 2018
Application No. 17/06631/F : 17 Bridge Walk Bristol BS7 0LE

12. Refuse and Recycling Storage

Prior to the construction of the refuse and recycling storage facilities, full details of the proposed refuse and recycling store shall be submitted to and approved in writing by the Local Planning Authority. No building or use hereby permitted shall be occupied or the use commenced until the refuse store, and area/facilities allocated for storing of recyclable materials, have been completed in accordance with the approved plans. Thereafter, all refuse and recyclable materials associated with the development shall either be stored within this dedicated store/area, as shown on the approved plans, or internally within the building(s) that form part of the application site. No refuse or recycling material shall be stored or placed for collection on the public highway or pavement, except on the day of collection.

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

Pre occupation condition(s)

13. Energy and Sustainability in accordance with statement

The development hereby approved shall incorporate the energy efficiency measures, renewable energy, sustainable design principles and climate change adaptation measures into the design and construction of the development in full accordance with the approved Climate Change and Sustainability Statement (ref. OC 1706231, by Environomic, dated 10 August 2017) prior to occupation. This shall include the provision of on-site renewable energy generation (Solar PV) adequate to achieve a 22% reduction in CO2 emissions beyond Part L 2013 Building Regulations.

Reason: To ensure the development incorporates measures to minimise the effects of, and can adapt to a changing climate in accordance with policies BCS13 (Climate Change), BC14 (sustainable energy), BCS15 (Sustainable design and construction), DM29 (Design of new buildings)

14. Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development, it must be reported immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with DEFRA and the Environment Agency's Model Procedures for the Management of Land Contamination, CLR 11, and where remediation is necessary a remediation scheme must be prepared which ensures the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is to be submitted to an approved in writing by the Local Planning Authority.

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

Development Control Committee A – 28 November 2018
Application No. 17/06631/F : 17 Bridge Walk Bristol BS7 0LE

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

No building or use hereby permitted shall be occupied or the use commenced until the means of access for pedestrians and/or cyclists have been constructed in accordance with the approved plans and shall thereafter be retained for access purposes only.

Reason: In the interests of highway safety.

16. Obscured Glazing

The west-facing windows at first and second floor levels shall be glazed with obscured glass, as set out on drawings 1619(L)06 rev F and 1619(L)07 rev F, prior to the occupation of the development hereby approved and retained and maintained as such thereafter.

Reason: In the interests of residential amenity.

17. Widening of vehicle crossover - Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until drop kerbs have been installed at the carriageway edge and the vehicle cross-over across the footway fronting the site have been widened in accordance with the approved plans. An Excavation Licence (Section 171 Licence) must be obtained before starting any work on the adopted highway.

Reason: In the interests of pedestrian safety and accessibility

18. Completion and Maintenance of Car/Vehicle Parking - Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the car/vehicle parking area (and associated turning space which shall be clearly demarked as a no-parking area) shown on the approved plans has been completed, and thereafter, the area shall be kept free of obstruction and available for the parking of vehicles associated with the development.

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

Post occupation management

19. Restriction of Use of Roof

The first floor roof area to the north and west of the second floor element of the building shall not be used as a balcony, roof garden or similar amenity area without the grant of further specific planning permission from the Local Planning Authority.

Reason: To safeguard the amenities of the adjoining premises from overlooking and loss of privacy.

20. Noise from plant & equipment

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

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

Development Control Committee A – 28 November 2018
Application No. 17/06631/F : 17 Bridge Walk Bristol BS7 0LE

21. Protection of Vehicular Visibility Splays

Nothing shall be erected, retained, planted and/or allowed to grow at or above a height of 0.6 metres within the property frontage that would obstruct a visibility splay of 25 metres from 2.4 metres back from the back edge of pavement at the centre point of the vehicular access. The visibility splay shall be maintained free of obstruction at all times thereafter.

Reason: In the interests of highway safety.

List of approved plans

22. 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.

Drainage Strategy, received 6 April 2018
 Bat scoping survey, received 19 December 2017
 Climate change and sustainability statement, received 19 December 2017
 1619(L)14 Existing ground floor plan, received 19 December 2017
 1619(L)16 Existing rear elevation, received 19 December 2017
 1619(L)03 Existing site block plan, received 19 December 2017
 1619(L)01 Existing site plan, received 19 December 2017
 1619(L)02 Existing street elevation, received 19 December 2017
 1619(L)15 Existing street elevation, received 19 December 2017
 1619(L)04 Proposed site block plan, received 19 December 2017
 1619(L)10c Proposed east elevation, received 11 July 2018
 1619(L)06F Proposed first floor plan, received 24 July 2018
 1619(L)05E Proposed ground floor plan, received 24 July 2018
 1619(L)12d Proposed north elevation, received 11 July 2018
 1619(L)08E Proposed roof plan, received 24 July 2018
 1619(L)07F Proposed second floor plan, received 24 July 2018
 1619(L)09C Proposed site plan, received 24 July 2018
 1619(L)11c Proposed south elevation, received 11 July 2018
 1619(L)13e Proposed west elevation, received 11 July 2018
 1619(L)00 Location plan, received 19 December 2017

Reason: For the avoidance of doubt.

Advices

1 Living roofs:

The roofs should be covered with local low-nutrient status aggregates (not topsoil) and no nutrients added. Ideally aggregates should be dominated by gravels with 10 - 20% of sands. On top of this there should be varying depths of sterilised sandy loam between 0 - 3 cm deep. An overall substrate depth of at least 10 cm of crushed demolition aggregate or pure crushed brick is desirable. The roofs should include areas of bare ground and not be entirely seeded (to allow wild plants to colonise) and not employ Sedum (stonecrop) because this has limited benefits for wildlife. To benefit certain invertebrates the roofs should include local substrates, stones, shingle and gravel with troughs and mounds, piles of pure sand 20 - 30 cm deep for solitary bees and wasps to nest in, small logs, coils of rope and log piles of dry dead wood to provide invertebrate niches (the use of egg-sized pebbles should be avoided because gulls

Development Control Committee A – 28 November 2018
Application No. 17/06631/F : 17 Bridge Walk Bristol BS7 0LE

and crows may pick the pebbles up and drop them). Deeper areas of substrate which are at least 20 cm deep are valuable to provide refuges for animals during dry spells. An area of wildflower meadow can also be seeded on the roof for pollinating insects. Please see www.thegreenroofcentre.co.uk and <http://livingroofs.org/> for further information and the following reference: English Nature (2006). Living roofs. ISBN 1 85716 934.4

- 2 Works on the public highway: The development hereby approved includes the carrying out of work on the public highway. You are advised that before undertaking work on the highway you must enter into a formal agreement with the council which would specify the works and the terms and conditions under which they are to be carried out. You should contact You should contact TDM - Strategic City Transport (100TS), Bristol City Council, PO Box 3176, Bristol, BS3 9FS, telephone 0117 903 6846 or email TransportDM@bristol.gov.uk, allowing sufficient time for the preparation and signing of the agreement. You will be required to pay fees to cover the councils cost's in undertaking the following actions:
 - 1) Drafting the agreement
 - 2) A monitoring fee equivalent to 15% of the planning application fee
 - 3) Approving the highway details
 - 4) Inspecting the highway works.

- 3 The development hereby approved is likely to impact on the highway network during its construction. The applicant is required to contact Highway Network Management to discuss any temporary traffic management measures required, such as footway, Public Right of Way or carriageway closures, or temporary parking restrictions. Please call 0117 9036852 or email traffic@bristol.gov.uk a minimum of eight weeks prior to any activity on site to enable Temporary Traffic Regulation Orders to be prepared and a programme of Temporary Traffic Management measures to be agreed.

Supporting Documents

3. 17 Bridge Walk

1. Site location plan
2. Proposed ground floor & site plan
3. Proposed first floor plan
4. Proposed second floor plan
5. Proposed roof plan
6. Proposed site plan
7. Proposed East elevation
8. Proposed South elevation
9. Proposed North elevation
10. Proposed West elevation



 SITE OUTLINE

REV	Note	Date
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	<p>105 WEST ARCHITECTS Ltd 107 Lower Redland Road, Redland Bristol. BS6 6SW</p> <p>T 0117 3737596 E info@105west.co.uk</p>
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Project **17 Bridge Walk,
Bristol**

Drawing Title **Location Plan**

Drawing No. **1619(L)00**

Responsibility is not accepted for errors made by others scaling from this drawing. All construction information should be taken from figured dimensions only.

Scale @A4	drawn by	Date	Rev
1:1250	LH	05/05/16	-



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No.25C&D



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No.15

REV	Note	Date
E	Bin/bike store moved, internal layout updated	23.07.18
D	Building footprint moved, internal layout updated	13.06.18
C	Units 2 and 3 updated, garden updated, refuse updated	07.03.18
B	Notes added	05.09.17
A	Stair updated, Flat 2 amended	31.08.17

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 E: info@105west.co.uk
 Web site: www.105west.co.uk

Project **17 Bridge Walk, Bristol**
 Drawing Title **Proposed Ground/Site Plan**

Drawing No. **1619(L)05**

Scale @A3 drawn by Date Rev
 1:100 LH 06/05/16 E



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REV	Note	Date
F	Bin/bike store moved, internal layout updated	23.07.18
E	Building footprint moved, internal layout updated	13.06.18
D	Units 5 and 6 updated	07.03.18
C	Balconies amended, window updated	20.11.17
B	Notes added	05.09.17
A	Stair updated, Flats 5+6 amended	31.08.17

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Project **17 Bridge Walk,
Bristol**

Drawing Title **Proposed First Floor
Plan**

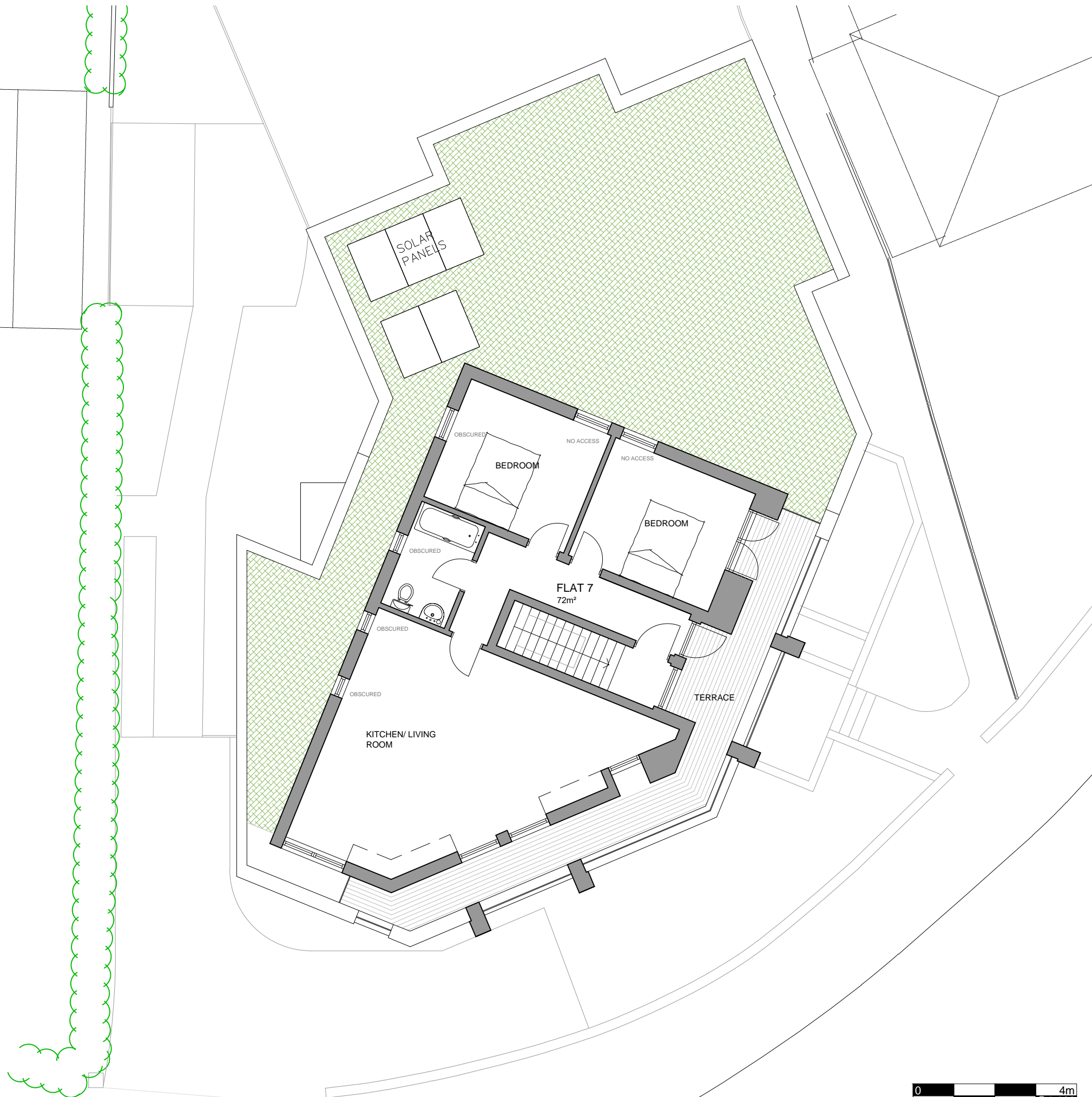
Drawing No. **1619(L)06**

Scale @A3 drawn by Date Rev
 1:100 LH 06/05/16 F



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REV	Note	Date
F	Bin/bike store moved, internal layout updated	23.07.18
E	Building footprint moved, internal layout updated	13.06.18
D	Unit removed, windows updated	07.03.18
C	Balconies updated	20.11.17
B	Notes added	05.09.17
A	Dwg scale updated, Stairs updated, Flats 6+7 amended	31.08.17

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Project **17 Bridge Walk, Bristol**

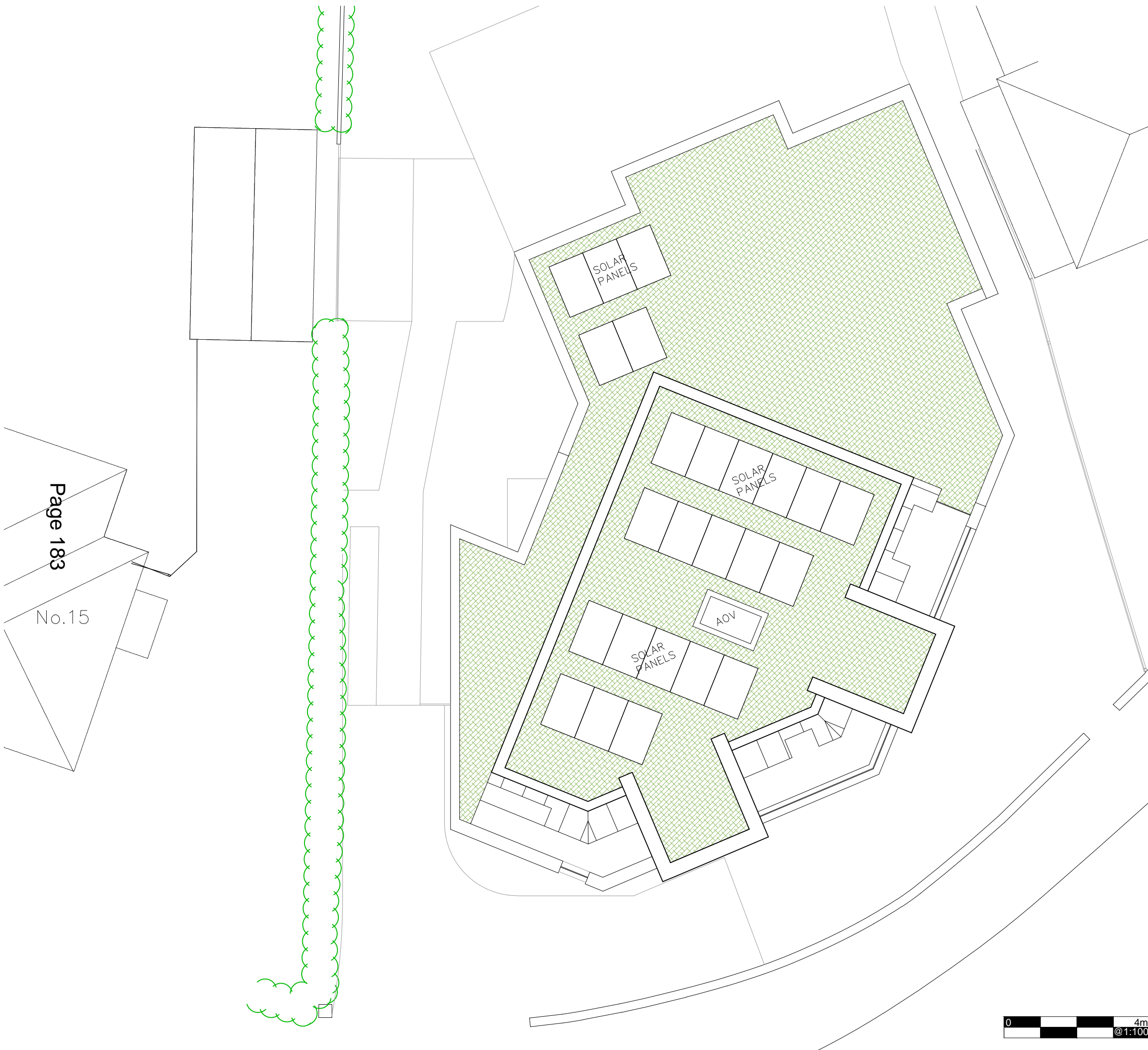
Drawing Title **Proposed Second Floor Plan**

Drawing No. **1619(L)07**

Scale @A3 drawn by Date Rev
 1:100 LH 06/05/16 F



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No.15

REV	Note	Date
E	Bin/bike store moved, bay window updated	23.07.18
D	Building footprint moved, internal layout updated	13.06.18
C	Roof updated to new layout	07.03.18
B	Balconies updated	20.11.17
A	Scale Amended	06.09.17

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Project **17 Bridge Walk,
Bristol**

Drawing Title **Proposed Roof/Site
Plan**

Drawing No. **1619(L)08**



Scale @A3 drawn by Date Rev
1:100 LH 06/05/16 E

Responsibility is not accepted for errors made by others scaling from this drawing. All construction information should be taken from figured dimensions only.



 PERMEABLE TARMAC

REV	Note	Date
C	Bin/bike store moved, internal layout updated	23.07.18
B	Building footprint moved, internal layout updated	13.06.18
A	Landscaping and parking updated	07.03.18

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Project **17 Bridge Walk, Bristol**
 Drawing Title **Proposed Site Plan**

Drawing No. **1619(L)09**



Scale @A3 drawn by Date Rev
 1:200 LH 06/05/16 C

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Proposed East Elevation (in front of fence)

Page 185

MATERIALS
 WINDOWS: COMPOSITE TIMBER AND ALUMINIUM WINDOWS (DARK GREY)
 WALLS: RED COLOURED BRICK TO GROUND AND FIRST FLOOR, GREY ZINC CLADDING TO PITCHED SECTIONS OF SECOND FLOOR, TIMBER VERTICAL CLADDING TO SECOND FLOOR
 ROOF: SINGLE PLY MEMBRANE AND EXTENSIVE GREEN ROOF
 DOORS: COMPOSITE TIMBER DOOR (DARK GREY)



Proposed East Elevation (From Road)

REV	Note	Date
C	Building moved and facade updated	13.06.18
B	Second floor reduced, garden amended	07.03.18
A	Balconies and Windows updated	20.11.17

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Project **17 Bridge Walk,
 Bristol**
 Drawing Title **Proposed East
 Elevation**

Drawing No. **1619(L)10**

Scale @A3 drawn by Date Rev
 1:100 LH 14/06/17 C



Responsibility is not accepted for errors made by others scaling from this drawing. All construction information should be taken from figured dimensions only.

MATERIALS
 WINDOWS: COMPOSITE TIMBER AND ALUMINIUM WINDOWS (DARK GREY)
 WALLS: RED COLOURED BRICK TO GROUND AND FIRST FLOOR, GREY ZINC CLADDING TO PITCHED SECTIONS OF SECOND FLOOR, TIMBER VERTICAL CLADDING TO SECOND FLOOR
 ROOF: SINGLE PLY MEMBRANE AND EXTENSIVE GREEN ROOF
 DOORS: COMPOSITE TIMBER DOOR (DARK GREY)



Proposed South Elevation (in front of wall)

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REV	Note	Date
C	Building moved and facade updated	13.06.18
B	Second floor updated, garden and wall updated, refuse removed	07.03.18
A	Balconies and Windows updated	20.11.17

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Project **17 Bridge Walk, Bristol**
 Drawing Title **Proposed South Elevation**

Drawing No. **1619(L)11**

Scale @A3 drawn by Date Rev
 1:100 LH 14/06/17 C



Proposed South Elevation (from the road)

Responsibility is not accepted for errors made by others scaling from this drawing. All construction information should be taken from figured dimensions only.



Proposed North Elevation

Page 187



Proposed East Elevation (showing patio area)

REV	Note	Date
D	Building moved, facade updated	13.06.18
C	Second floor updated, garden updated	07.03.18
B	Balconies amended	20.11.17
A	Screen amended	07.09.17

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Project **17 Bridge Walk,
 Bristol**

Drawing Title **Proposed North
 Elevation**

Drawing No. **1619(L)12**

Scale @A3 drawn by Date Rev
1:100 LH 14/06/17 D

MATERIALS
 WINDOWS: COMPOSITE TIMBER AND ALUMINIUM WINDOWS (DARK GREY)
 WALLS: BUFF COLOURED BRICK TO GROUND AND FIRST FLOOR, BLACK
 TIMBER CLADDING TO SECOND FLOOR
 ROOF: SINGLE PLY MEMBRANE
 DOORS: COMPOSITE TIMBER DOOR (DARK GREY)



Responsibility is not accepted for errors made by others scaling from this drawing. All construction information should be taken from figured dimensions only.



Page 188 Proposed West Elevation

MATERIALS
 WINDOWS: COMPOSITE TIMBER AND ALUMINIUM WINDOWS (DARK GREY)
 WALLS: BUFF COLOURED BRICK TO GROUND AND FIRST FLOOR, BLACK
 TIMBER CLADDING TO SECOND FLOOR
 ROOF: SINGLE PLY MEMBRANE
 DOORS: COMPOSITE TIMBER DOOR (DARK GREY)

REV	Note	Date
C	Balconies amended	20.11.17
B	Screen amended	07.09.17
A	Bike store amended	22.08.17

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 E: info@105west.co.uk
 Web site: www.105west.co.uk

E	Building moved, facade updated	13.06.18
D	Roof amended, landscaping updated	20.11.17



Project **17 Bridge Walk,
 Bristol**

Drawing Title **Proposed West
 Elevation**

Drawing No. **1619(L)13**

Scale @A3 drawn by Date Rev
1:100 LH 14/06/17 E

Development Control Committee A – 28 November 2018

ITEM NO. 4

WARD: Avonmouth & Lawrence
Weston

CONTACT OFFICER: Lewis Cook

SITE ADDRESS: Avonmouth & Severnside Enterprise Area (ASEA) Land Off Severn Road, Land Off Chittingen Road Land Off Washingpool Lane, And Bristol Port Avonmouth Bristol

APPLICATION NO: 18/02847/FB Full Planning

DETERMINATION DEADLINE: 27 September 2018

Flood defence works in the proposed Avonmouth and Severnside Enterprise Area Ecological Mitigation and Flood Defence Scheme - The scheme includes three sites within the ASEA: Area 2 - land within Bristol Port (Avonmouth Docks); Area 3B - land along Severn Road and the Severn Beach Railway; and Area 4 - land off Washingpool Lane, between Chittingen Road to the west, Severn Road to the north, the M49 to the east, and a railway line to the south (Major).

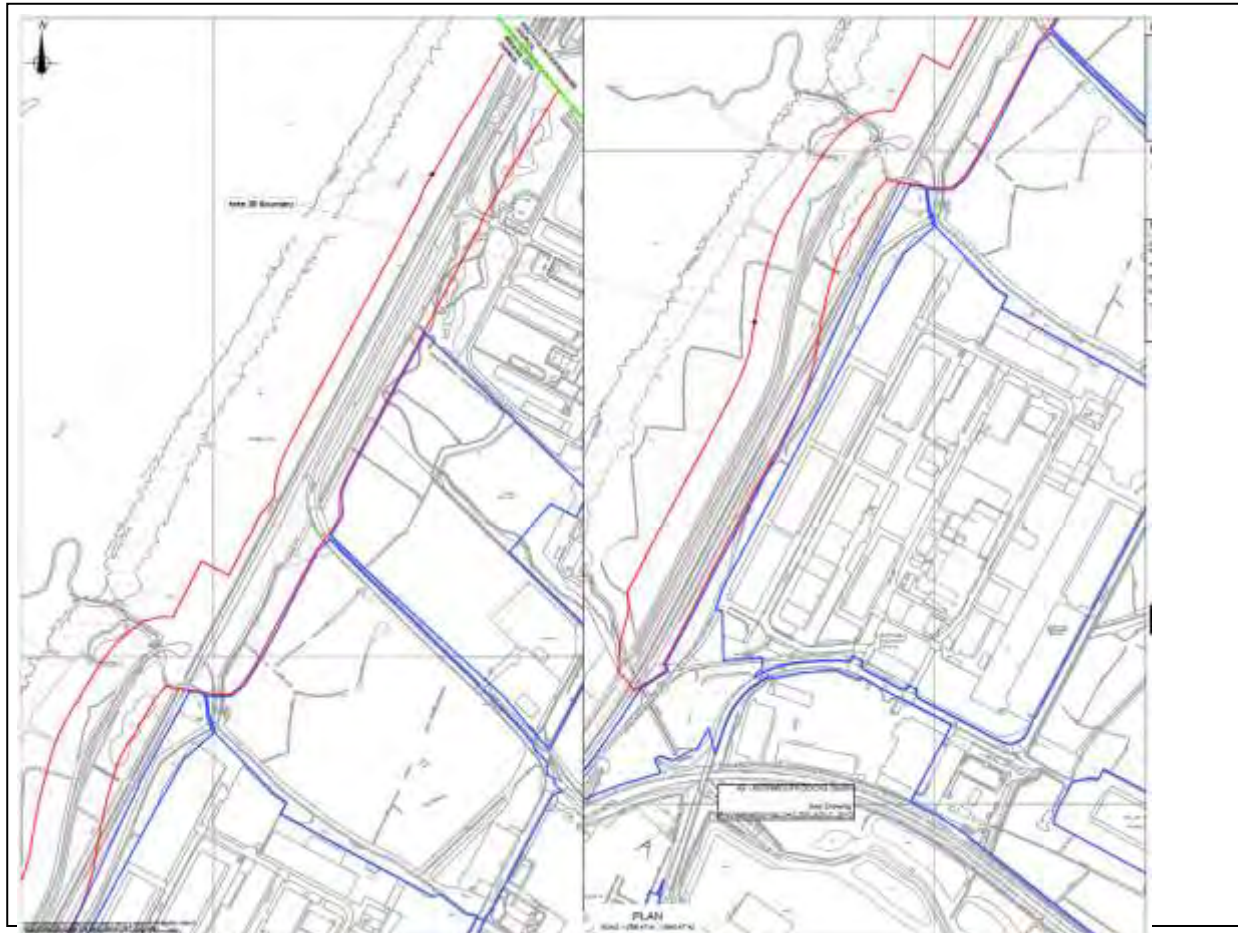
RECOMMENDATION: Grant subject to Condition(s)

AGENT: CH2M
Lyndon House
62 Hagley Road
Edgbaston
Birmingham B16 8PE

APPLICANT: South Glos. & Bristol City Councils
& Environment Agency
C/o Agent

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

LOCATION PLAN:



Development Control Committee A – 28 November 2018
Application No. 18/02847/FB : Avonmouth & Severnside Enterprise Area (ASEA) Land Off
Severn Road, Land Off Chittinging Road Land Off Washingpool Lane, And Bristol Port
Avonmouth Bristol

SUMMARY

The application relates to a major infrastructure project to provide additional flood protection works and ecological mitigation works in the Avonmouth area. The project runs from Lamplighters Marsh in the south up to the Severn crossing in South Gloucestershire, and hence parallel applications have been submitted to both authorities. In simple terms it involves the provision of a flood wall along the banks of the Avon and Seven Estuary. In addition it is proposed to provide two areas of ecological mitigation, which includes a proposed new wetland environment to be provided at Hallen Marsh. The aims of the project are, therefore, to protect existing homes and business, and to provide more potential employment land to meet the needs of city, by better protecting and mitigating for development in the Enterprise Area

It is noted that a number of parties have raised concerns about the scope of the project, including the Bristol Port Company who are a key stakeholder in this area. It is argued, that the Flood Risk Assessment is based on an inaccurate model, and hence, the proposal will not provide the level of protection suggested by the applicant. However, the role of the Local Planning Authority is to determine the application in accordance with planning policies, and not whether the scheme meets all of the aims of the project. The scheme can be seen to provide substantial and material benefits against the policy requirement.

A number of interested parties have raised concerns about the use of Lamplighters Marsh as a construction compound, but this element was removed from the proposal during consideration of the application.

It is acknowledged that the construction work itself will present a major challenge, which will require working with existing landholders and stakeholders. However, for the purposes of the Local Planning Authority whilst it is important to see this managed and mitigated, it appears that there is scope to achieve this without major disruption, either to residents or other recognised interests. As such, it is recommended that a number of pre-commencement conditions are included to any planning application granted to manage the process of construction.

However, subject to those conditions the proposal is considered to accord with the relevant policies, and offer significant benefits to both existing users of the area and the strategic supply of employment land, and therefore is recommended for approval.

SITE DESCRIPTION AND APPLICATION DETAILS

The application is for full planning permission for a scheme of flood prevention and ecological mitigation for the Avonmouth and Severnside area of Bristol. The proposals have been jointly submitted by Bristol City Council, South Gloucestershire Council and the Environment Agency. The proposed development covers land in the Bristol City Council and South Gloucestershire authority areas for a scheme which runs broadly from Severn Bridge in the north to Lamplighters Marsh in the south. Overall, the application is divided into 6 areas, with areas 2, 3B and 4 falling within the Bristol City Council Area, and as such it is these elements that are considered under this report.

Area 2 is essentially a linear area running along the Avon and Severn River bank between Lamplighters Marsh and to the Chittinging Road Industrial Estate, and includes the area of Bristol Port. The proposals for this area involve the construction of new flood defence walls, improvements to the Mitchells Salt Outfall, Holes Mouth Outfall, and Kings Weston Outfall. This includes the provision of a

Development Control Committee A – 28 November 2018**Application No. 18/02847/FB : Avonmouth & Severnside Enterprise Area (ASEA) Land Off Severn Road, Land Off Chittinging Road Land Off Washingpool Lane, And Bristol Port Avonmouth Bristol**

new flood defence wall within Lamplighters Marsh, and a flood gate at the entrance to the open space area. The most prominent element of the proposal would be the provision of a reinforced concrete wall along much of this area, ranging from around 1m in height to 2.4m high at the mouth of the estuary. It is also proposed to provide access tracks to access the defences.

The area affected by the development is largely allocated as Principal Industrial and Warehousing Land (PIWA). However, the river bank area is covered by numerous ecological designations including a Ramsar Site, Special Protection Area, Special Area of Conservation and Site of Special Scientific Interest.

Area 3B continues along the bank of the Severn, up to the boundary with South Gloucestershire close to Seabank Power Station. The proposals that relate to this area include construction and raising of flood defence walls and embankments, and improvements to the Stup Pill Outfall. In this location, the flood defence works would follow the line of the A403 Severn Road to the north and the railway line to the south. These would consist of a 1.4 metre concrete wall or 2.8m high embankment. Again, it is proposed to provide access tracks to allow access to the new defences.

In this location the riverside land is designated by the ecological designations listed above. However, the landward side is included as part of the Avonmouth and Kingsweston Levels, albeit this surrounds PIWA designations in this area. It is also noted that the southern end of this part of the site, around Mitchell's Gout, is designated as a Site of Nature Conservation Interest.

The final element within the Bristol City Council Area is area 4, which is an inland area at Hallen Marsh. Rather than providing flood protection it is designed to provide ecological mitigation by providing improved wet grassland habitat. This part of the site is currently allocated as part of the Avonmouth and Kingsweston Levels. The works proposed in this area are largely low key, involving the removal of vegetation to create an open area, the widening of ditches to form scrapes, and the restoration and extension of an existing pond to the east of the site. The area is intended to support wintering waders and wildfowl.

It is noted that there are a number of public rights of way in this area. It is the intention that these shall remain in their current locations, although in places these will need to be raised on to shallow causeways and footbridges to cross proposed ditches.

It is also noted that given the scale and nature of the development it has been supported by an Environmental Statement.

RELEVANT HISTORY

There are no planning applications on this site which are directly relevant to the current proposals. However, the following are material to this application:

- Bristol Port Company have permission through a Harbour Revision Order to construct a deep sea container terminal in Avonmouth with a 1.2km quay and a capacity for in excess of 1 million containers. The Port Company have applied for additional 10 years to carry out the work, taking the deadline to 31st August 2030. This would impact on area 2 of the application.
- A Development Consent Order for the Hinkley Point C Connection scheme was granted in January 2016. This allows for new 400kV overhead power cables to connect the new power station to the grid, and would cross part of area 4.

Development Control Committee A – 28 November 2018

Application No. 18/02847/FB : Avonmouth & Severnside Enterprise Area (ASEA) Land Off Severn Road, Land Off Chittinging Road Land Off Washingpool Lane, And Bristol Port Avonmouth Bristol

PRE APPLICATION COMMUNITY INVOLVEMENT

A Statement of Community Involvement has been submitted with the application, which highlights the following process:

i) Process

Firstly, it is noted that this project has emerged from a number of studies which took place between 2010 and 2013. However, community engagement on the specifics of the project began in summer 2016.

- Phase 1 of the communication strategy ran from June 2016 to December 2016. This involved workshops with a range of technical and professional stakeholders to provide an introduction to the project and to discuss early option development work. Two public exhibitions were also held in October and November 2016. These attracted attendance from around 40 and 50 persons respectively, which included residents, Councillors, Officers and the police.
- Phase 2 took place between January 2017 and May 2017. This considered the required height and alignment of the flood defences, the preferred type of flood defences, the proposed location of the ecological mitigation area, and methods for wetting the land. During February and March 2017 the project team gave presentations to a number of community groups.
- Phase 3 took place during June, July and August 2017, and the activities focused on sharing details of the proposal with a wide audience. Two public exhibitions were held during this period, including one at Avonmouth Community Centre on 4th July 2017. Stakeholders, landowners and members of the public were invited to attend via emails, newsletters, direct mailouts, local media, social media and posters. Around 25 people attended the Avonmouth event, and 43 emails and feedback forms were submitted (from both the Avonmouth and South Gloucestershire events) as a result.
- In addition a series of newsletters were sent to local stakeholders, to keep them up to date with proposals and to inform them of the upcoming meetings.

ii) Fundamental Outcomes

The main issues of concerns that have been identified in the report relate to land within the South Gloucestershire authority area, relating to proposals at New Passage and the removal of a group of Poplar trees, and therefore are not relevant here. However, the following relevant comments and responses have been identified by the report:

ISSUE	RESPONSE
Query raised about impact on surrounding land, particularly Lamplighter Marsh and Shirehampton Tidal Defence Scheme	At Lamplighters the scheme aligned with the railway, to protect the railway and residents but limit the impact on the Nature Reserve. The scheme has an insignificant impact on Shirehampton.

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Query over the lifetime of the scheme	Lifetime is 60 years.
Query over visual impact on Lamplighters Marsh	The sheet piles would be positioned close to the railway line and would be largely screened from public views by retained vegetation.
Query over whether views of the river Avon would be obscured.	There are relatively few publically accessible viewpoints that would be affected by the development.
Concerns about the appearance of the wall and how it would be maintained.	Relatively few viewpoints of the scheme would be available but concrete render is proposed to make the wall blend into its surroundings.
Groundwater risk is already a problem in the area.	This is outside of the scope of the project – will be covered as part of a proposed BCC groundwater flood risk assessment.
Query as to whether or not the proposal would allow residential development of Avonmouth Village.	Policy regarding residential development would not change. Consideration of flood risk for new residential development requires that it is protected for 100 years, and the lifespan of this development would be 60 years.
The development needs to coordinate with the Port, particularly the Deep Sea Container Port.	The project team is in liaison with the Port.
Concern that the proposals do not defend the full length of the railway line.	The project team are in discussions with Network Rail to ensure as much of their infrastructure as possible is protected.
Improvements to the footpath alongside the railway would be appreciated.	The scheme involves raising and resurfacing the footpath where possible.
Concern that Lamplighters Marsh would not be protected.	The scheme aims to defend existing buildings and infrastructure, and allows other areas to flood.
Concern that parts of Shirehampton are not protected.	This is not within the scope of the existing project – but the performance of the Shirehampton Tidal Defence Scheme will be investigated as part of a future project.
Concern that the proposal would reduce the area of coastal salt marsh.	The proposed works are on the landward side of the saltmarsh, and the intention is that the saltmarsh would not be affected.
Concern that ground dwelling wildlife would not be to cross the structure.	This issue, along with mitigation, is covered in the Environmental Statement.
Query regarding whether the proposal is consistent with the ambitions in relation to the provision of a English National Coastal Path.	Natural England's Coastal Path Officer has commented that there is good synergy between the projects.
The proposal must meet the relevant standards in relation to access to accord with the Equalities Act, Marine and Coastal Access Act and Fieldfare standards.	The project team are working with Natural England to ensure that access for all will be provided where practical, and environmental constraints allow.
Various comments made regarding improving access to wheelchair users, cyclists and horse riders.	The proposal does not seek to change the status of the existing PROW to a bridleway.
Suggestion that interpretation panels should be provided along the PROW.	The Environment Agency are working with the 'a forgotten landscape' project to deliver these.
Concerns about likely disruption during	It is inevitable that a project of this scale would

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construction, particularly in respect of the impact on narrow roads.	cause some disruption, and this is covered in the ES.
Concerns that future maintenance will require access over private land.	These concerns have been passed to the appropriate maintenance teams – it is not the intention that there will be the requirement to access the site from private land for maintenance purposes.
Query as to whether the proposal will increase flood risk in other areas.	This area has been identified as being covered as a 'hold the line' policy area by DEFRA and the Welsh Government. As part of the shoreline management plan other areas have been identified for realignment. On this basis there is a high degree of confidence that floodwater will be kept out by the project, without causing additional risk elsewhere.
Concerns that the proposal would increase landward risks by blocking rhines.	The proposal does seek to manage the drainage of the area to create wetland areas. However the project team are working with the Lower Severn Drainage Board, and this is covered in the Flood Risk Assessment.
Drainage ditches along the sea wall should be reinstated.	The project includes adequate drainage.
Query as to whether the flood modelling will be subject to independent review.	The model has been reviewed by the Environment Agency and the Lower Severn Drainage Board.
Concerns that the walls would be subject to vandalism.	Noted
Concerns that access rights for fishing will be maintained.	The project would not restrict existing access rights.
Concerns over cost of long term maintenance.	This has been factored into the costs model.
Request that the EA engages with local business to deliver the proposal.	The contractors will be procured through the EA procurement model, which targets 33% of buying going to SMEs by 2020.
Concern that the proposal will lead to the loss of farming land or impact on farming practices.	Apart from land used as permanent ponds the land will remain as farming land, including the design of shallow sided scrapes to not impact on access.
Comment that there needs to be commitment to manage the new ecological environments.	The project aims includes setting up a management regime, and the project team will be talking to organisations that may take up the management role.
The new ecological environments should serve as a community asset, and improvement to local environment for employees in the area.	This issue will be discussed with the management organisations, although it is noted that Hallen Marsh is crossed by PROWs and this will not be affected.
Concern that the project is not ambitious enough and more land should be set aside for new habitats.	Previous studies have identified the need for 80 hectares, and this project would exceed this.
Query as to whether the new habitats will have buffers to prevent adjacent uses having a harmful	This goes beyond the scope of the project.

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impact.	
Visual access to wildlife areas should be provided for.	This will provided through the existing network of PROWS.
Concern that the ecological mitigation is focused on Council land rather than where it would be most beneficial.	The project is focused on where it would be most deliverable.
Replacement of hedges should not be at landowners' discretion.	This relates to land owned by BCC (and SGC) and proposals for planting are covered in the Environmental Statement.
Proposed ponds should be deep to ensure that they do not dry out.	Ponds and lakes are designed to include a deeper area to prevent drying out, and wider margins for foraging.

As a result of the public consultation process the following amendments have been made to the scheme (as relevant to BCC):

- Mitigation measures included to compensate for the loss of hedgerows;
- Various measures to ensure the development is acceptable to Natural England, including ensuring views from the footpath, integration of proposals for the English Coastal Path, and ensuring no encroachment into the protected Severn Estuary;
- Where practical construction traffic will be routed away from residential roads;
- Proposals for the ecological areas have been designed with an approach that does not pen the rhines;
- Proposals for area 4 have taken account of the Hinkley Connection project;
- Account has been taken of Bristol Port's operational requirements;
- Proposals have taken account of the Environment Agency's asset management requirements to ensure future requirements;
- Where practical any changes to the PROW network are fully accessible.

RESPONSE TO PUBLICITY AND CONSULTATION

The application was advertised by a number of site notices erected in the local area, by advertisement in a local newspaper and by writing to 219 neighbouring properties. Following the original round of consultation the applicant responded with additional information, and a number of points of clarification. As a result a further round of consultation was issued at the end of October 2018. The Council received 11 representations, including 10 objections from private individuals raising the following issues:

Supporting Comments:

- The proposed flood mitigation and the potential to release more employment land in the Enterprise Area are welcomed by St. Modwen, a major landowner and developer in the area.

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They would welcome dialogue with the developer to coordinate the development of the relevant ecological infrastructure, as well as to reduce the impact in respect of vehicle movements on the network.

Flooding Impacts (See key issue A):

- The proposal does not include flood prevention measures (Officer note: This appears to relate to a concern that the proposal would not provide additional protection to Shirehampton, but it is not clear in the submission);
- Flooding in Station Road, Shirehampton, would be exacerbated by the development and climate change, and the proposal should include an extension to the flood prevention scheme;
- The scheme has been amended since it was originally presented to the community, and as a result Avonmouth Village would not be fully protected in an extreme flood event;
- Support received in respect of the Bristol Port Company's concerns regarding the 'gap' in flood protection at the lock gates.

Ecological Impacts (See Key Issue B):

- The use of Lamplighter's Marsh as a contractors compound would have a harmful impact on the designated area of open space, its value as a local nature reserve and protected species (Officer note: Proposals to use the Marsh as a compound has been removed from the proposal);
- Lamplighter's Marsh is an important community asset and access to it should not be restricted.

Hazardous Environment (See Key Issue F):

- The proposal would have the potential to impact on two hazardous aviation fuel pipelines and two gas pipelines.

Impact on Agricultural Land (See Key Issue G):

- The application has not been discussed with farmers at Chittinging Warth, and they are concerned about loss of agricultural land, access during development and the potential need to move livestock.

Other issues:

- The proposal would result in the loss of a group of 500 poplar trees, which have visual, ecological and historic value (Officer comments: The trees referred to lie within the South Gloucestershire Authority area, and therefore are not material to the decision on this application).

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An objection has been received from the **Friends of Lamplighters Marsh**, raising the following concerns:

The use of Lamplighter's Marsh as a contractor's compound would compromise the designated open space, contrary to adopted development plan policies. Lamplighter's Marsh has a significant number of Avon notable species and diverse habitats, and was secured in compensation for the development of the park and ride site. The loss of this area and potential fuel spillages and other contaminants would have a harmful impact on the environment. As such the proposed use of this area should be rejected. In addition, the route of the proposed flood wall should be surveyed for green assets by an appropriate expert and appropriate mitigation and monitoring carried out during the development.

The proposed flood protection would cross four aviation fuel/gas pipelines. These are within the Health and Safety executive Major Accident Hazard Classification and present a major hazard during construction.

The Environment Agency Flood mapping shows that flood waters can flow into the warth land and from there into Station Road, Shirehampton. This will become more extreme as a result of the development and global warming. As such, the flood protection measures should be extended to provide greater protection for this area.

An objection has been received from the **Wessex Ecological Consultancy** on the following grounds:

The proposed contractor's compound at Lamplighter's Marsh would lead to the loss of ecological value. This area is of significant ecological value, and no meaningful attempt has been made to properly assess this, and there is no guarantee that the impacts could be properly mitigated.

The provision of the flood wall within the Lamplighter's Marsh could also impact on the ecological value of this area. It appears that this impact could be mitigated, but in order to do so further details are required, as follows:

- Measures to prevent impacts on nesting birds, slow worms and other protected species;
- Full details of access routes, storage areas for materials etc. Impacts should be objectively identified and realisable mitigation measures secured;
- Mechanisms by which compliance with stated methodologies would be enforced, as well as contingency arrangements;
- Details of measures to prevent pollution;
- Proposals to provide mitigation for temporary and permanent impacts, included enhancements elsewhere within the site.

Avonmouth Planning Group have raised concerns that the scheme has been amended since they were consulted on the scheme, and this has resulted in 100m gap in the defences. In addition the flood modelling has been carried out on the basis of the quay level being 9.2m AOD, whereas there are areas that are up to 0.5m lower. As a result the group are concerned that the project is mainly aimed at protecting the industrial area at Severnside rather than the existing residents of Avonmouth village.

(Officer Note: Since these comments were made officers, along with representatives of the project team, have met with the group to clarify the position, and no further comments have been received)

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OTHER COMMENTS

EXTERNAL CONSULTEES

The **Bristol Port Company** have commented as follows:

The applicants have failed to fully consult with the Port Authority, including failing to provide full details of the flood modelling and business case. As such, BPC have not been able to fully assess the proposals. However, from the information available it is considered that the proposals are flawed, and any grant of planning permission would be unsafe.

Since the proposals were originally discussed with BPC it has undergone significant amendments, notably the omission of flood protection for around 100m around the Bristol Port area, including the omission of additional protection at the Lock gates. However, the decision to omit this area is based on incorrect information. In essence, the 2016 water level in a 1 in 200 year flood event should be 9.13m AOD, not 8.8m AOD, and the quay level is not as consistently high as 9.2m AOD, as set out by the EA, and is as low as 8.75m AOD in places. Therefore, notwithstanding the flood defences elsewhere, the lock gates and quays would overtop sooner than modelled, and potentially result in flooding within the village and elsewhere.

There is also a concern that the new structures would deflect noise into the village.

The Port is recognised as an asset of national strategic and economic importance, as well as having local and regional significance. Even if the flooding impacts were limited to the docks, this would be extremely prejudicial to the statutory undertaking, and discriminatory to any development potential within the Port land.

The proposed development fails to address the Port's dredge outfalls, would mask at least one monolith light, and would block access to navigation lights.

In addition, critical health and safety issues have not been addressed including the need to cross gas, oil, electricity and jet fuel pipe lines, and it provides no access to the waterways for rescues.

No details of construction have been provided to allow assessment of the impact of construction on the operation of the Port. The proposal would require access to private roads within the Port, and no assessment of the impact of this has been provided. For example, the scheme appears to require the closure of private roads during construction, the assessment of moving large volume of materials through the Port is superficial. As such, should planning permission be granted the applicant should be required to enter a legal agreement with BPC to secure land within the Port to be used for construction, appropriate phasing and programming, access routes and future maintenance.

The boundary of Area 4 (the ecological mitigation land) also includes land in the ownership of BPC. Whilst works to this area appear to consist principally of the retention of vegetation, one drawing appears to include an additional new flood control structure. In any event, BPC will not agree to restriction to the retention or otherwise of vegetation or the installation of any sluice, weir or similar structure.

The applicants have indicated the need for two site compounds within the Docks, although no indication is provided of their precise location. The Port has reached no agreement with the applicants regarding the location of any compound or access routes, and therefore these cannot be relied upon as part of the application. Although not clear from the submission it does appear that there is a

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requirement to access parts of the site from the Holesmouth bridge, which is a private bridge in the control of the Port. As such, any proposals to use the bridge would require a full structural and traffic survey and is currently unsuitable for use by construction traffic. This will also require additional security. It also appears to conflict with the contents of the TA.

Further to this BCP submitted a further objection to the proposal, which included detailed flood modelling data, based on expert advice provided by HR Wallingford. The conclusion of this is that the applicant have misunderstood (or failed to properly model) the way in which the Lock gate will be operated during a flood event, which has led to a significant error in the Applicants' model.

It is not entirely clear from the submission, but it appears that the model was run on the basis that the Lock gates would remain closed during a flood level. However, in fact the gates will open when the water level outside of the gates is higher than the water level within the docks (7.3m AOD). In effect this means that there would be greater quantities of inflow water in the Dock than is allowed for in the model. Based on this, it is considered that the applicant's model underestimates the potential Extreme Water Level by 0.3m.

Contrary to the modelling, the dock coping is as low as 8.75m AOD. The effect of the above calculation is that in 2016 1 in 200 year event the flood level would be 9.13m AOD, overtopping the dock coping. As such, the revised modelling shows that that in a 1 in 200 year event not only would the Docks flood, but also impact on the residential properties in Avonmouth village.

The justification given by the applicant to omit the upgrading of the Lock gates is that the risk of flooding up to 2076 from a 1 in 200 year flood event is limited to BPC land, but the above modelling demonstrates this to be inaccurate. Revised modelling carried out by HR Wallingford shows that even by 2026 the effect of sea level rise will be that flooding is widespread in the docks, and will extend both into Avonmouth Village and across the railway near St. Andrew's Road station.

In addition, there is a discrepancy between the justification for the failure to improve the Lock Gates, and the height of the other flood defences. The omission of the Lock Gates appears to be based on the still water level, yet the other works make substantial allowances for the effect of waves.

BPC Company have not been provided with details of the business case for the omission of the improvements to the Lock Gates, but it follows that if this business case was based on a flawed model, as described above, then that business case must also be flawed.

The **Environment Agency** has commented as follows:

Firstly, it should be noted that the Environment Agency comment has been submitted using staff that do not normally work in this area, and have not been involved in the project, to avoid any conflict of interest.

The EA have no objection to the proposal, subject to the following:

The NPPF is clear that pursuing sustainable development includes moving from a net loss of biodiversity to achieving net gains for nature. From the documents provided a thorough assessment and evaluation process has been undertaken, and a commitment has been made to the long term ecological enhancement of the area through the creation of a wetland habitat. However, it is necessary to ensure that these commitments are delivered. Therefore, the specific recommendations regarding biodiversity must be secured as conditions on any planning permission. The specific advice on habitats/species relates as follows:

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- Hedgerows

A number of hedgerows assessed to be of low ecological value will be lost in the scheme. Linear habitats are an important part of the biodiversity landscape, and their loss will have a negative impact on some species. The EA's policy for operational works has a commitment to replace hedgerows lost on a 2:1 basis. Whilst this may not be possible within the application site, alternative locations should be sought where enhancement to hedgerows would provide wildlife benefit.

- Pollinators

Proposals to plant species rich grassland and flower mixes are supported, although this should be extended throughout the scheme, and not just include the wildlife area.

- Water Voles

The assessment concludes the absence of water voles in the scheme area. The creation of wetland habitats within the ecological mitigation areas have the potential to provide quality habitat for water voles, and a scoping study is required to look at the viability of either providing movement corridors from existing nearby colonies or the potential for reintroduction at the site. Excluding water voles from this area is a significant missed opportunity.

- Tree Removal

The objections relating to the removal of poplar trees at Aust are noted. The applicant may wish to consider further detailed ecological surveys of the trees (Officer note: this is outside of the scope of this application).

- Water supply to the wetland area

The wetland system should be designed to be as passive as possible, and where water needs to be pumped we would encourage green technology to be used.

- Local Designations

It is difficult to determine that all locally designated sites have been fully assessed. Where mitigation within the scheme footprint is not possible, enhancement to such sites should be explored.

- Migration Strategies and Management Plans

The Environmental Statement commits to producing several management plans and mitigation strategies for protected species and notable habitats. These need to be secured and agreed through conditions. In addition, if invasive species are found within the work area the contractor must produce a method statement, to include measures to prevent their spread.

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Impact on Groundwater

The NPPF states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to, or being put at risk from unacceptable levels of water pollution. The Avonmouth Severnside area has a long history of industrial development and a number of potential and known sources of contamination have been identified in close proximity to the scheme. There is a risk that the proposal would mobilise contamination, and lead to the pollution of controlled waters.

The Contaminated Land Report does not appear to consider the impacts on surface waters and 'scopes out' all potential impact on groundwater, assigning them an 'indirect, minor adverse' impact rating. This rating is not considered to be justified without further information. However, the recommendations of the report include that further assessment and possibly remediation should be carried out. The further investigation should include consideration of the presence of any leachate plumes from landfill sites, and how these may relate to the proposed scheme. In light of the above the development would be considered acceptable subject to a condition requiring the submission of a remediation strategy, verification report and proposals for piling.

Flood Risk

We are satisfied that the submitted FRA provides an appropriate assessment of the proposal. The EA has reviewed the tidal flood risk model, but not the fluvial model as it is anticipated that the Internal Drainage Board will be better placed to check the fluvial modelling.

In relation to the tidal modelling, the EA are satisfied that the modelling is adequate at a strategic level, when future development proposals come forward there will be a need to consider the following:

- The use of the 'stubby' building methodology is fully taken into account. However, as development comes forward within the Enterprise Area floor levels will be known, and the model should be updated accordingly.
- The use of the latest ES2017 flood defence breach guidance for key locations to ensure that a full understanding of the impact may occur at future development sites.

Whilst the Fluvial model has not been assessed, from the information in the FRA it is concluded that the proposal will have no impact on fluvial outfall capacities. However, some discrepancies with the labelling of information has been noted.

It is noted that the FRA explains that an agreement is in place between residents of Old Passage and the applicant to provide a lower standard of protection. It is advised that those residents subscribe to the EAs Flood Warning Service (Officer note: this part of the site lies in South Gloucestershire).

The FRA states that the Environment Agency has agreed in principle to manage and maintain the defences. However, the EA may not take on the operation of all of the defences and the authority should seek confirmation from other organisation that they agree to take on responsibility.

The applicant should be advised of the need for flood risk activity permits, consents etc, and also advised to implement appropriate pollution control mechanisms and apply the waste hierarchy during development works.

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Historic England has commented as follows:

Historic England recognised the importance of this scheme to economic development of the Avonmouth Severnside area. We do however have concerns about the detail and level of understanding about the Historic Environment, especially the impact of the development on the significance of a number of heritage assets.

We feel that the Environmental Statement does not fully assess the potential, significance and impact of the scheme on the Historic Environment. This is contrary to the requirements of the NPPF. The proposal is not considered to fulfil the requirement of NPPF paragraphs 189 and 190.

The area of the proposed works from Aust Cliff down to the River Avon has been exploited by humans for millennia. The area is dominated by expanses of former wetlands now referred to as the Levels. Potentially buried within this area is evidence of human settlement and activity dating back to the Palaeolithic. There is also Palaeoenvironmental evidence relating to the many inundation and retreats of sea during changing climatic conditions. The Levels were exploited for farmland from the Roman period and this intensified in the medieval period, leading to the erection of the first flood defences and creation of the extensive drainage system still in use.

The application is poorly supported with archaeological investigations, with test pitting and borehole work limited to areas 4 and 5. This means that there is limited data for other areas. The results of the investigation have also been poorly interpreted. It is disappointing that the opportunity to review existing knowledge was not taken, or that a deposit model was not produced to better understand the environmental features.

The Environmental Statement is not considered to reflect the importance of some of the sections of historic flood defences, and other features are recorded as being of low value without justification. The Desk based assessment also does not list its sources.

The majority of assets potentially affected are non-designated heritage assets, but these can be highly significant locally and therefore should be fully taken into account during the planning process.

We therefore recommend that further work is undertaken to better understand the significance of and the impacts on the Historic Environment. A detailed review of the archaeological potential, scheme proposals and proposed groundworks in consultation with the relevant Local Authority Archaeological Officer, will provide a greater understanding of the potential below ground impacts. After which we would be able to provide further comments.

Natural England has commented as follows:-

Natural England have been involved in discussions regarding the proposals for some time. We are satisfied that these interests have been taken into account throughout the design stages of the scheme, although there will be a need for the applicant to discuss the detailed alignment of the England Coastal Path with NE as part of the Construction and Environmental Management Plan.

Adverse effects have been avoided where possible by undertaking the flood defence works on the landward side, and by introducing a range of design solutions, which include measures to partially screen coastal path users near high tide roosts to minimise disturbance to SPA birds. Where potential impacts cannot be avoided, we consider that the mitigation being proposed is capable of reducing adverse effects to an acceptable level. The proposed scheme includes a number of elements which, in time, could result in significant benefits for the natural environment and for public access provision.

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The application site is in close proximity to the Severn Estuary Special Protection Area, Special Area of Conservation, a Ramsar Site and a Site of Special Scientific Interest.

It is noted that your authority, as competent authority under the provisions of the habitat regulations, has undertaken an Appropriate Assessment of the proposal in accordance with Regulation 63 of the Regulations. The assessment concludes that your authority is able to ascertain that the proposal will not result in adverse effects on the integrity of the sites in question, and NE concurs with this conclusion.

Highways England has commented as follows:-

It is accepted that the completed scheme will not have a severe impact on the SRN, in this instance the M49/M5 motorways. However, substantial vehicular movements are anticipated during the construction phase, so Highways England recommend that a condition is included on any planning permission to secure a construction management plan, which HE would wish to comment on.

Wild Service has commented as follows:-

It is noted that the Council's ecologist is on the project team for the development, and therefore comments have been sought from an external consultant on the ecological impact of the proposal.

Area 2:

Designated Sites

The report refers to eight SNCIs in the results of the desk study, and 13 Wildlife Corridor Sites. Of these locally designated sites, 14 lie within the study area, the remaining seven immediately adjacent.

Lamplighter's Marsh will no longer be used as a temporary construction compound. Impacts of the proposed flood defence will be included in the CEMP that will be conditioned.

Badger

Two badger setts have been identified within Lamplighter's Marsh: a main sett and an outlier. The main sett is far enough away from the proposed development to not be affected. . The report has recommended further surveys to identify the status of this sett in order to decide whether a licence is required. Much of the area was inaccessible to survey due to scrub cover and private land and it is proposed that this land be surveyed prior to works in this area commencing. If a licence is required, a specific mitigation strategy shall be required. If not, badger mitigation should be included within the CEMP.

Bats

The outfall structure at Mitchell's Salt and several trees within Areas 2A and 2B were assessed as offering potential roosting opportunities for bats. Climbing surveys for the trees were completed and found none supported bat roosts. No outfall structures were assessed as suitable for roosting bats.

However, as trees with potential roost features can be assumed to be used at one time or another, and as the Mitchell's Salt structure is similar to that of the Chestle Pill outfall structure found to be a roost for bats, the presence of bats within either trees or the outfall structure can be ruled out indefinitely and appropriate mitigation should be put in place during construction.

Invertebrates

Invertebrates associated with intertidal habitats include some highly specialised and scarce species. The report states this shall be assessed within the HRA.

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Lamplighter's was resurveyed in September 2018 but no Japanese Knotweed was found.

Area 3B – Severn Beach Railway (South)**Habitats and Plants**

The report states that Area 3B has habitats with the potential to support rare plant species, including those associated with notifying habitats of the SAC and SSSI. No detailed surveys of their whereabouts have been completed.

Surveys for these species shall be completed prior to construction and an appropriately worded condition should be attached to any planning permission.

Birds

Area 3B is likely to be used by species associated with the SPA, adjacent to the proposed flood defences. Therefore, sensitive timing of works have been proposed to avoid any impacts on these species, i.e. avoiding work between September and May. However, vegetation removal, which if completed using brushcutters, is likely to cause visual and noise disturbance and is recommended to be completed between September and February. It is recommended that these timings are reviewed.

Works potentially disturbing to birds associated with the SPA shall be mitigated for by the ornithological watching brief.

Badger

Further badger surveys were completed and foraging evidence was recorded along a track on the landward side of the railway line. However, as noted by the report, the survey was limited by the presence of scrub potentially hiding any evidence of sett construction. As much of the area was inaccessible to survey due to scrub cover and private land and it is proposed that this land be surveyed prior to works in this area commencing. If a licence is required, a specific mitigation strategy shall be required. If not, badger mitigation should be included within the CEMP.

A pre-construction survey shall be completed prior to construction and an appropriately worded condition should be attached to any planning permission.

Bats

Trees adjacent to the Area 3B boundary and the Stuppill Rhine outfall structure, of which the trees were found not to support any bat roosts and the outfall structure was considered to offer negligible potential. There is no description or photographs of the outfall structure and therefore it is considered that it could provide roosting habitat, much like the Chestle Pill outfall in South Gloucestershire. Additionally, as trees may be used by bats as and when, all works must be undertaken using a precautionary approach, to be included in the CEMP.

Bats were found roosting within the outfall structure at Chestle Pill, which is of a similar construction to the outfall structure at Stuppill Rhine. However, it was assumed that the Stuppill Rhine outfall structure has negligible roosting potential for bats.

As the structure has been assessed as offering negligible bat roost potential and the Chestle Pill structure has only been found to provide an intermittent day roost for common pipistrelle, it is likely that if a bat roost is present with the Stuppill Rhine outfall structure, this is unlikely to be of high conservation value. As evidence of why the outfall structure is considered to be negligible has not been provided, the absence of a roost cannot be confidently ruled out. Therefore, presence should be

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assumed and further surveys and worse-case scenario mitigation measures with compensation should be provided prior to construction.

Great crested newt

Seven ponds were identified from the OS and aerial mapping of the study area, three of which were accessible for survey. All three were found to be suitable for GCN using the HSI. Ponds 3.3 and 3.4 were dry (Pond 3.4 assessed from aerial photos). Pond 3.7 was considered to be too saline for GCN to persist. Pond 3.6 was described as '(Stuppill Rhine and its associated drainage ditches) holds running water and is therefore unsuitable.' However, the waterbody does not appear to have an inflow or outflow and is pond-like in shape. Furthermore, there is anecdotal evidence of GCN within the rhines just off Severn Road from recent surveys, all of which have a slight flow. Therefore it is considered possible that waterbody 3.6 may contain GCN.

The plan 'ASEA Area 3B Waterbodies' explains that Pond 3.6 had no access and wouldn't have been possible to survey using eDNA or traditional techniques. It states on the plan that the waterbody was densely vegetated and was heavily shaded (potentially up to 100%) which are unfavourable conditions for GCN, and this vegetation also prevented the completion of an HSI. The plan goes on to state that the waterbody could also be brackish due to its proximity to the coastal saltmarsh, but as the pond is on the landward side of the existing flood defence embankment and there is evidence of GCN using ponds in similar proximity to this further north it is thought that the pond having salinity in excessive levels for GCN is unlikely. The excessive vegetation and shading is more likely to dissuade GCN from using the pond.

Therefore, presence should be assumed and further surveys and worse-case scenario mitigation measures with compensation should be provided prior to construction.

The plan 'ASEA Area 3B Waterbodies' clearly shows their location on the landward side of Severn Road.

Otter and water vole

Detailed surveys for otter and water vole were completed along water courses in and around Area 3B. No evidence of water vole was recorded during the survey. Although their presence is known from the rhine system on the other side of Severn Road, approximately 200m from Area 3B. But as the report says the population may be low, and unlikely or unable to colonise the other side of Severn Road.

Otter prints and a slide were recorded during a bat inspection of the Stuppill outfall structure. They are considered to be an occasional presence within Area 3B and pre-commencement surveys for both species should be completed to monitor any change in distribution.

Area 4 – Hallen Marsh

Hallen Marsh is the area of proposed compensatory habitat for birds associated with the Severn Estuary SPA, within the BCC boundary. Despite being in favour of conservation with the potential to provide significant valuable habitat waders and wildfowl, wildlife legislation and policy must be upheld.

Badger

Three badger setts were recorded within the site, despite the badger survey not being comprehensive and badgers seen on the site during other surveys. These consist of two outliers and a subsidiary sett. The two outliers are along field boundaries where vegetation shall be retained, but within 30m of scrape creation. This is likely to cause disturbance and potential damage to the sett and therefore requires further surveys to assess whether they are active. The subsidiary sett is along a field

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boundary where vegetation is due to be removed, which could disturb and potentially damage the sett. Furthermore, the report states the adjacent ditch is proposed to be blocked so that it overflows during winter to lie within the fields, and could potentially flood the sett. Further survey is required to assess the status of the sett to satisfy a licence.

Further surveys are required for this sett should it be flooded during operation of the compensation area. A pre-construction survey shall be completed prior to construction and an appropriately worded condition should be attached to any planning permission.

Bats

Eleven species of bat were recorded using the site for foraging or commuting including occasional passes by Annex II species. Activity was dominated by common pipistrelle and noctule. A total of 6km of hedgerow is proposed for removal that would significantly reduce the existing foraging and commuting resource of the site. No roosts have been identified from completed surveys.

Significant replanting, aiming to provide a long-term positive impact, has been proposed to reduce the impact of the loss of hedgerows and trees within the site, however, a short-term negative impact is still likely to remain while this begins to establish, as the report notes. Mature trees are to be retained so that a roosting resource is maintained during this establishing period, as well as 50 bat boxes.

The report states that hedgerows along important commuting routes for bats have been retained with habitat enhancements for bats located in these areas, e.g. Washingpool Lane and the western end of Stuppill Rhine. Segments of hedgerow that will be removed do not completely destroy the connectivity within the site, or isolate it from habitats in the wider area.

Ultimately, the proposed scheme will result in short-term negative impacts on foraging and commuting resources within the site, and long-term positive impacts once habitat enhancements have become established. Long-term monitoring will be required to ensure the levels of bat activity do not show negative trends post-construction.

Survey information has been provided and found that one of the trees contains an intermittent day roost for common pipistrelle. A mitigation licence will be required for this tree to be felled lawfully. A barn owl was recorded roosting in the other tree.

Birds

Satisfactory information has been included on the mitigation of habitat modification for birds. However, as the entirety of Area 4 lies within 1km of the M49 motorway, it is recommended that no barn owl provisions are included on site in line with best practice guidance from the Barn Owl Conservation Handbook (Barn Owls Trust, 2012). This shall be included as a condition on the planning permission.

Dormouse

Habitat was assessed as potentially suitable, although no records from the site were recovered from BRERC. Dormouse weren't recorded during nest tube surveys and are therefore assumed to be absent from the site.

Great crested newt

All ponds that were classified as 'below average' or above and within 250m of the site were subject to eDNA sampling. All results returned were negative suggesting GCN are absent. However, as populations are known within the local area and the presence of a dense rhine network could aid dispersal, a precautionary approach to works should be maintained.

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Surveys were completed for otter and water vole along suitable watercourses within the site. No evidence of water vole was recorded during the surveys although one was recorded during a bat survey swimming in Stuppill Rhine. A potential otter spraint was the only evidence of otter.

Therefore, the water vole population is considered to be low and regularly impacted by maintenance works along Stuppill Rhine, and otter are considered to use the site on occasion. Pre-construction surveys will be required to assess the requirement for any licences.

A pre-construction survey shall be completed prior to construction and an appropriately worded condition should be attached to any planning permission.

Hedgerows

A hedgerow survey found that four of the hedgerows on site are considered to be 'important' under the Hedgerow Regulations 1997. The response to my comments indicates that the hedgerows were so species-poor that the ground flora composition is unlikely to make the hedgerows 'important'.

A total of 6km of established hedgerow is proposed for removal as part of this scheme. A short length of hedgerow and 5.4-7ha (areas vary within the report) of scrub/woodland planting will replace this, as well as the occasional filling of 'gappy' hedges.

It is accepted that new hedgerows shouldn't be established due to the needs of wildfowl for clear sightlines, and the report recommends thickening existing hedgerows and planting scrub and woodland in areas that won't reduce visibility for ground-dwelling birds.

Enhancements

Appendix D11 explains that the subsidiary badger sett adjacent to a rhine in Area 4 could be at risk of flooding from purposely blocked rhines used to fill the fields and scrapes during wet weather over winter. However, stakeholder consultation with the Lower Severn IDB shows that they explicitly would not support blocking of any rhines. As this issue directly relates to the enhancement proposals, this should be resolved prior to planning approval.

Wintering bird surveys for Hallen Marsh show that mallard are the only species associated with the SPA that use Area 4. It is assumed that this is due to the lack of adequate sightlines required by waders and waterfowl at high tide roosts. However, there does not appear to have been any feasibility study indicating the assurance that birds would use the area once all the habitat enhancements have been completed. For example, has the presence of aerial and terrestrial predators been assessed, residual disturbance from human/livestock/farming, the ability of the birds to access the area via industrial Avonmouth?

The foremost idea is to build small bunds around the fields to prevent rainwater from draining in to the rhine system, although proposals to use pumps have been included within the application should not enough water be retained. The presence of bunds presents a significant change in drainage with potential impacts on the rhine habitats and associated species such as otter and water vole, e.g. the reduction in water levels of the rhines.

Due to the low populations of water vole and otter in the area, this is not considered to be a significant effect.

In Chapter 3 of the ES, options to attempt to hold water include penning (already addressed) and removal of sub-drainage system within the fields. The report states the removal of sub-drainage

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systems should be done 'if feasible'. The bunds will allow for trenching below that will break any drainage if present.

Habitats Regulations Assessment (HRA)

The HRA provides detail and sound reasoning behind the approach to mitigation for internationally and nationally designated sites that will result in no likely significant effect. Natural England have provided comments confirming there is no objection. It notes, however, that the CEMP is vital to safeguarding the designated sites and that stakeholders, including themselves, should be consulted during production. Due to the level of detail required within the CEMP, it is recommended concise, site-by-site versions are produced for the construction workforce.

Recommendation

There are no objections to the proposals subject to conditions.

South Gloucestershire Council has commented as follows:-

The only comment would be that the relevant officers of Bristol City Council (Ecologist, Highway Officer, Landscape Officer, Environmental Protection Team, Lead Local Flood Authority) should be satisfied that the development is in accord with National and Local Policy.

North Somerset District Council has commented as follows:-

No comments.

Health And Safety Executive - HazSubCon has commented as follows:-

The application does not meet the criteria that require consultation of the Health and Safety executive. However, the pipeline operators may have their own constraints, and should be consulted separately.

The **Ministry of Housing, Communities and Local Government** have confirmed that they have no comments to make on the application.

The Marine Management Organisation has commented as follows:

Works within the Marine area require a licence from the Marine Management Organisation. It is the responsibility of the applicant to take the necessary steps to ascertain whether their works fall below the Mean High Water Springs Mark.

Fisher German on behalf of CLH Pipeline System has commented as follows:

It appears from the plans submitted by the applicant that their proposed development is to be constructed within close proximity to CLH-PS apparatus. Such works would require consent from CLH-PS and, in this instance, consent would not be granted as the proposed development would restrict access to the pipeline, both for routine maintenance and in an emergency situation. We must therefore object to the planning application.

Network Rail has commented as follows:-

Following meeting with the drainage engineer I can confirm that Network Rail formally withdraws its objection to the above proposal.

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Notwithstanding the above, due to the proposal being next to Network Rail land and our infrastructure and to ensure that no part of the development adversely impacts the safety, operation and integrity of the operational railway we have included asset protection comments which the applicant is strongly recommended to action should the proposal be granted planning permission. The local authority should include these requirements as planning conditions if these matters have not been addressed in the supporting documentation submitted with this application.

- * Any works carried out that affects Networks Rails Structures must be overseen by the Asset Protection Team;
- * The structures department will need to be informed if any unlocated assets are found;
- * Access must be retained to all structures;
- * Vibration monitoring to be carried out on structures where sheet piling is done within the zone of influence;
- * Drainage proposals must not be constructed within 5 metres of Network Rail boundaries which may affect the stability of Network Rail's property. Drainage plans shall be submitted to Network Rail Asset Protection Engineer;
- * A Basis Asset Protection Agreement may be required for works on Network Rail Land;
- * Details of piling to be submitted;
- * Any earthworks/excavations carried out in the vicinity of Network Rail's property must not interfere with the integrity of that property;
- * The proposal must not obscure any signals;
- * All plant and scaffolding must be positioned so as not to fall on the tracks in the event of failure;
- * Method statements may be required to be submitted to Network Rail's Asset Protection Engineer prior to works commencing.

INTERNAL CONSULTTEES

Highway Development Management has commented as follows:

In order to understand the impact of the development on the highway network during construction a detailed Transport Assessment has been submitted. This is based on a number of assumptions, including that construction will last three years, works on mass structures are likely to be limited to the summer months, HGVs with a capacity for 6m³ of concrete and 8m³ of fill material would be used and most deliveries will occur between 10am and 4pm Monday to Friday.

In order to deliver the scheme a number of construction compounds will be required. Where these will be directly accessed from the adopted highway, the first 20m must be suitably constructed to avoid any debris being carried onto the carriageway. In addition, wheel washing facilities will be required.

The proposed development will affect a number of Public Rights of Way (PROW), including the regionally promoted Severn Way and the proposed National England Coast Path. These will need to be diverted and diversions are permanent, Section 257 of the Town and County Planning Act 1990 will apply. As part of these works the following will be required:

Area 2

- BCC/54/10 runs under Avonmouth Bridge towards Lamplighters Marsh. If this route needs to be diverted the stagger barrier will need to be repositioned and a resin bond replacement surface and access for all controls provided.

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Area 3B

- No dense planting must be placed adjacent to the English Coastal Path/Severn Way BCC/543/10 as this may increase the maintenance required and obstruct the route.
- Access must be maintained to enable maintenance vehicles to be able to access the area to carry out work on the PROW.

Area 4

- Washinpool Lane must be maintained as the council intends to dedicate it as a bridleway as part of wider proposals to form a network to South Gloucestershire and the Cabot Park area.
- BCC/552/10 should follow the field boundary and connect with BCC/556/10 or be stopped up. This would remove the need to raise the existing footpath.
- BCC/556/10 must be extended to Washingpool Lane following the edge of the rhine and be put forward for adoption.
- BCC/1A/31 which runs between a hedgerow and a proposed bund must meet minimum dimensions.
- The proposed repositioning of the existing bridge on BCC/552/20 has been sited on very wet and low lying ground. The boardwalk must be design to avoid the need for it to meet access for all standards.
- The gradient of BCC/2A/10 must meet minimum standards, otherwise a ramp will be required.
- A bridge must be provided to connect BCC/555/10 and BCC/555/20.
- The junction between BCC/556/10, BCC/555/10 and BCC/556/10 will either need to be diverted or the location of the bridge running east to west must be altered.

Area 2

- Site Compounds and Access Points

Three site compounds are proposed in this area, two on land owned and maintained by BPC. To avoid vehicles potentially blocking the main access for cars entering the Portway Park and Ride a strict delivery management plan will be required. It may also be necessary to upgrade the traffic lights at the junction with the Portway, which the applicant would be expected to pay for.

If vehicles are required to enter Lamplighters Marsh the swept path analysis indicates that HGVs risk scraping against one of the supporting columns at Avonmouth Bridge. If deemed necessary by Highways England a temporary/permanent vehicle restraint system must be provided or the size of the vehicles limited.

- Trip Generation

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Based on the approximate amount of fill material, it has been calculated that 10,250 HGV trips will be generated. This is likely to be front loaded, to result in a maximum of 12 per hour during the peak. In addition the proposal is likely to generate 38 daily trips in terms of other deliveries, and at least 260 trips for staff travelling to the compounds. Based on the existing traffic flows it is considered that this level of activity would only have a minimal impact on the highway network – the maximum impact being a 3.8% increase at the A403/Avonmouth Way junction due to staff travelling to the compounds, but this takes no account of measures to reduce single person car trips.

Area 3B

- Site Compounds and Access Points

Two construction compounds are proposed for this part of the development, one of which would be shared with Area 1. The access for both of these has been designed in accordance with the Design Manual for Roads and Bridges, including space for two HGVs to pass one another to prevent HGVs waiting on the highway.

- Maintenance Track

In this location the structures include a grass covered embankments, topped by an access track surfaced with crushed stone. Due to the gradient a Road Restraint Risk Assessment should be undertaken.

- Trip Generation

For this part of the development it has been calculated that 3,750 HGV trips would be generated, or a maximum of 28 daily trips during the peak. In addition 136 delivery vehicle trips and 300 two way trips would be generated by staff. Given existing traffic flows on the A403 this would have a minimal impact on the highway network.

Area 4

- Site Compounds and Access Points

A single site compound is proposed for this element, which will be accessed from Washingpool Lane. This is not adopted highway, and as such only wide enough for two cars to pass. As it may be required to be accessed by larger vehicles on occasion, a strict delivery management plan will be required.

Visibility is restricted at the junction with Severn Road, and there is a history of accidents on this stretch of road. As such, there is a need to reduce the speed limit of this part of Severn Road to 30mph, requiring a Temporary Traffic Regulation Order which would cost £1,190. It will also be necessary to remove as much vegetation as possible.

- Trip Generation

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As the site is not accessible by public transport and Washingpool Lane is not suitable for pedestrians or cyclists, it is likely that all staff traveling to and from the site compound would need to use a car, equating to 60 additional trips on a daily basis. The impact of this on local junctions is considered to be minimal.

Cumulative Impact

Overall TDM do not consider the increase in vehicle trips associated with the development to severely impact on the surrounding highway network. The greatest impact is likely to result in staff travelling to and from the site compounds, and the actual number is likely to fall as a result of the proposed staff travel plan. However, in order to manage this impact it would be necessary to secure a Construction Management Plan, and a Staff Travel Plan (which will require a management and audit fee of £5,000).

In addition, conditions should be attached to any planning permission to secure the following:

- Details of highway works, including works to the PROW;
- Highway Condition Survey;
- Structural approval for any works with 6m of the highway;
- Details of any works within 5m of the Railway Line;
- Delivery Management Plan;
- Details of temporary accesses;
- Gates to be set at least 5m back from the highway.

The **Arboricultural Officer** has commented as follows:

The tree survey is comprehensive and legible, providing both detailed and general survey results from the 2 month survey window. The Arboricultural Constraints Survey and Method Statement provide a reasonable assessment of the impact of the proposals on the trees on site. Due to the type and scale of the development, major design alterations to avoid specific tree removal is unlikely. Nevertheless, much of the proposed position of flood defence replaces marshland with native scrubland, therefore the impact to mature specimen trees is limited.

Ch2m have highlighted an area of individually higher quality trees in Area 2.4. A more detailed assessment of the construction and design impact to these trees should be produced to ensure the protection of retained trees – this should include vehicle and pedestrian access routes, site office locations, facilitation pruning etc.

Once installed, the proposed flood defence will not add pressure on the retained trees, or those subsequently planted. The species proposed (Typical Seeding and Planting mixes approved 09/05/18) are suitable, however it is not clear where these are to be planted. Moreover, I do not see a calculation for BTRS (Policy DM17); presumably this is because the number of trees to be removed is unknown.

Area 4 is currently a pasture land with native hedgerows dividing fields, and more mature native species around the periphery and dotted throughout the unmanaged hedgerows. The proposals aim to enhance the site as a wildlife habitat for birds; this is achieved by tree and hedgerow removal,

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which allows the birds a clear field of view to spot predators. The proposals show the removal of approximately 20 hedgerow plants of varying species composition and state of maintenance. Largely speaking the proposals appear to concentrate on the removal of hedges and the retention of veteran or mature trees with noteworthy retention value.

The ecological enhancements include mitigation planting with mixed broadleaves – the species composition here is acceptable.

Due to the scale of the development it is not possible to consider assessing the quantity of tree loss to calculate the number of replacement trees required under BTRS – DM17. Both the ecological enhancements and flood defence proposals include significant native planting commitments which negate the need for BTRS compliance.

This unique development has many site specific physical constraints which cannot be avoided or adjusted i.e. the topography of the existing embankment, required line of sight for birdlife. With this in mind, the impact on notable trees along the proposed flood defence system is acceptable considering the comprehensive mitigation planting suggested.

I have no objections to the proposals and recommend the following conditions:

- Tree protections to be erected in accordance with the approved plans;
- Details of arboricultural monitoring and supervision to be approved;
- Final details of tree planting to be submitted and approved;
- Prior to completion a woodland management plan to be submitted and approved.

Flood Risk Manager has commented as follows:-

We are supportive of the proposed flood defence works as this will lower the flood risk posed to the Avonmouth area from all sources.

The management of surface water should be enhanced and so shall offer improvement on the existing drainage regime and the associated pluvial flood risk.

The Environment Agency should be consulted to assess the fluvial and tidal flood risk elements of these works. Likewise the Lower Severn Internal Drainage Board to assess impacts related to the Avonmouth rhine network.

Future Flood Evacuation Plans, that it is mentioned will need adapting, should be developed in conjunction with BCC Civil Protection Unit.

Landscape has commented as follows:-

Generally speaking I'm satisfied that the proposals will have little visual impact from surrounding receptors identified within the LVIA. The most significant harm will occur during the construction period, which is fortunately of a limited period and therefore has less significance with regard to the overall operation period.

Having said this, I still believe the visual appearance of the concrete wall from The Avonmouth Bridge could be mitigated by introducing pigment in the mix to reduce glare. A second concern relates to the

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use of Area 4 for mitigating the impact of operations on wading birds. Whilst recognising the need to reduce impact on waders and other shoreline species, on reflection I'm concerned that the intrinsic landscape value of Area 4 has been downplayed in order to accommodate a more urgent need. Area 4 is located within Policy Area DM18 Avonmouth and Kingsweston Levels which recognises contribution the area makes to the open setting of the northern city boundary. There is also the issue of replacement of up to 6km of hedgerow removed to accommodate the scrapes. It strikes me therefore that a reasoned justification should be provided for this proposal which reflects the current value of Area 4.

Bristol Waste Company has commented as follows:-

No comment.

Archaeology Team has commented as follows:-

I have reviewed the revised document and agree that this is much better in that it covers the heritage impact in enough detail to justify the approach in these areas.

EQUALITIES ASSESSMENT

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

It is noted that issues over the accessibility of the coastal path has been raised through the pre-application consultation process, which is addressed in key issue D below.

RELEVANT POLICIES

National Planning Policy Framework – July 2018

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.

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

KEY ISSUES

The application being considered here relates to works being promoted partly by Bristol City Council in its role as Lead Local Flood Authority for Bristol, which it carries out in partnership with the Environment Agency, Wessex Water and the Lower Severn Drainage Board. However, the decision of the Local Planning Authority is not taken on the basis of whether the proposal meets the project aims, but whether it is in accordance with the relevant planning policies, and therefore the report is structured to reflect this.

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However, it is noted that two of the primary aims of the proposal closely relate to planning policies, i.e. to improve flood defences and to enhance the ecological value of the area, and therefore these issues are covered in key issues A and B. The report then moves on to an assessment of the other impacts of the proposal, and whether or not these accord with the wider aims of the development plan.

(A) WOULD THE PROPOSED DEVELOPMENT PROVIDE AN APPROPRIATE LEVEL OF FLOOD PROTECTION AND DOES IT ENSURE THAT IT DOES NOT INCREASE FLOOD RISKS ELSEWHERE?

The Avonmouth and Severnside Area is currently protected, to some degree, by flood defences along the River Avon and the Severn Estuary. These defences take many different forms and are in varying conditions, and therefore provide varying degrees of protection. Therefore, the strategic need to improve those flood defences has been identified to provide protection up to a 1 in 200 year event at 2076.

However, for clarity, this is not a requirement of planning policy. Both government policies in the NPPF, and Local Plan Policies (specifically policy BCS16) are aimed at reducing the risk of flooding through sensitively locating new development in areas of low risk of flooding, and designing new development so as to ensure that it is not at risk during a flood event. It is noted that policy BCS4 does state that Avonmouth and the Port will be the focus for new industrial development, and states in the supporting text that there will be a need to review flood defences as a result of this, but again sets out specific requirements for those defences to reach.

In essence, therefore, should the development result in a reduction in flood risk it can be seen to comply with the relevant policies. However, it is necessary to understand the benefits of the scheme in respect of flooding to allow a proper assessment of the planning balance.

Large areas of both Avonmouth Village and the Enterprise Area are currently indicated in the Environment Agency's Flood Risk Mapping as either in Flood Zone 2 or Flood Zone 3, meaning that they are at medium or high risk of flooding. It is noted that flood modelling suggests that the most significant event would lie to the north, in the area covered by South Gloucestershire. However, it is evident that when the impact of climate change is modelled for the area the risk is significantly increased.

According to the Flood Risk Assessment submitted with the application, in a 1 in 200 year flood event currently the flood water would be largely contained within the dock system at the port and along the immediate banks of the estuary. This conclusion has been challenged in the objection from the Bristol Port Company, who argue that the model is based on inaccurate data. The comment from BPC is that the operation of the lock gates and the coping level of the quays are modelled incorrectly. As a result of this the applicant has carried out further sensitivity testing of the model. Whilst the model is sensitive to changing the inputs the applicant's model only shows limited change to the result flood impacts in the 2016 model. Whilst this result is different to that in the HR Wallingford model, the applicant argues that that model uses different software, and potentially different terrain data, and therefore some variance in the results are expected. Notwithstanding this, for the Bristol City Council element of the proposals the impact of the proposals on the flooding regime, based on the 2016 flood levels, would be relatively minimal, and no evidence has been provided to demonstrate that there would be increased risk.

However, the stated aim of the project is to protect the Village and the Enterprise Area for a period up to 2076, and the BPC representation claims that the proposal would fail to do so. As such, the

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applicant has carried out further sensitivity testing given the data available from the HR Wallingford, for a 1 in 200 year flood event in 2076. It is evident from this that the flood impacts of the proposal in such an event would be more widespread than in the applicant's original model. In the original model the impacts would be restricted to the Port, mostly within the quays. However, this model does show that by 2076 the proposal would impact on the village, as well as some of the commercial sites around St. Andrews Road and Kings Weston Lane. However, importantly the extent of any flood would still be less than the position with no new flood defences, and indeed the risk of the existing flood defences failing is reduced.

The other issue that is critical is that of timing. It is clear that the present day position is that the impact of the proposal in a 1 in 200 year flood would be relatively limited, but in the longer term, accounting for climate change, additional properties, both residential and commercial, would be put at risk. For the purposes of meeting the aims of the project, whilst the initial modelling suggest that those existing properties would be protected up until 2076, the argument put forward by BPC is that risk would be sooner than that. It is argued by the applicant that the financial outlay for the new lock gates is not currently justified as there would be no immediate benefit from these. Notwithstanding this, the flood risk in the area will continue to be monitored. It is likely that lock gates will need to be replaced at some point prior to 2076, and a decision taken to not pursue improvements to the lock gates now does not preclude the upgrading of the gates in the future.

The representation from BPC also raises concerns that the proposal would not provide additional protection to the Port itself. It is noted that the Port is an important economic driver and employer for the city, and this is recognised in planning policy. Whilst it is considered that in delivering the proposals it will be important to maintain dialogue with the port, currently there is no planning policy basis to insist that the flood protection is improved for individual landowners, notwithstanding their economic importance. It is not for the Local Planning Authority to set the scope of the project and as such it is not considered that the application warrants refusal on these grounds.

It is also noted that concerns have been raised that the proposal would not provide additional protection to Shirehampton, particularly the area around Station Road, and querying whether or not the proposal would increase the flood risk in this area. This area is currently covered by flood protection, and is therefore outside of the scope of the current application. Whilst climate change will impact on the flood risk in this area the Flood Risk Assessment does not indicate that the current proposal will in itself increase the risk. In addition, the applicant team and the Environment Agency have indicated that they will continue to monitor the effectiveness of the flood defences, so if there is an issue in future this will be addressed at the appropriate time.

In conclusion on this issue there is some debate about the degree of protection that the proposal will provide, particularly in respect of whether or not it will protect the port. However, it does appear that the proposal will provide some level of protection certainly in the short to medium term, and as such accords with the relevant policies in respect of developing in areas liable to flood. It is not for the Local Planning Authority to determine the scope of this project or decisions taken about what areas will benefit from the development. Therefore, it should be noted that this development does not preclude future flood prevention work. As such, it is concluded that the proposal does meet the flood protection policies, and would be of benefit to the flood prevention regime in the area, and therefore justifies support in this regard.

(B) WILL THE PROPOSAL HAVE A HARMFUL IMPACT ON WILDLIFE AND ECOLOGY IN THE SURROUNDING AREA?

The other objective of the proposal is to set aside further ecological mitigation land in order to make more land available for development. It should be noted that this is not being promoted to mitigate for

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the impact of a specific development, but is seen as an enhancement in of itself. However, it is noted that the flood protection proposals will have an impact on the ecology of the area, which in itself would need to be protected and mitigated. As such, this part of the report considers the impact by area.

Policy BCS4 of the Core Strategy states that development in the Avonmouth area will be expected to respect its environmental assets. In addition, BCS9 states 'Individual green assets should be retained wherever possible and integrated into new development'. It also states that 'Development should incorporate new and/or enhanced green infrastructure of an appropriate type, standard and size'. Policy DM15 of the Development Management Policies goes on to state that where new green assets are provided they should be designed and located to maximize their benefits.

- Area 2

It is noted that area 2 is largely industrial land, albeit the proposal does include works to the Site of Nature Conservation Interest at Lamplighter Marsh. In addition, the River Avon and the Severn Estuary in this location is variously designated as a Ramsar Site, Special Protection Area, Special Area of Conservation and Site of Special Scientific Interest. Essentially, this constitutes a very high level of designation for protected species and ecology of value.

It is noted that proposals to use Lamplighters Marsh as a development compound have been omitted from the proposal in revised plans, and therefore this will no longer be assessed. Notwithstanding this, it is noted that the proposals are still likely to impact on Lamplighters Marsh, and protected species therein. As a consequence it is recommended that further survey work is carried out immediately before development works, and the appropriate licences applied for, if necessary. It is considered that these works can be secured by condition, and therefore there are no objections to the development on these grounds.

- Area 3B

Again, the Severn Estuary side of the proposal is allocated as a Ramsar Site, Special Protection Area, Special Area of Conservation and Site of Special Scientific Interest. This is a wide margin of Salt Marsh which is used by numerous protected species. The intention is to construct the flood protection works on the landward side of this to limit the impact on protected species.

In this area the works are considered to have the potential to impact on a number of protected species, and whilst the survey results suggest that the impacts are likely to be low, at this stage it is not possible to completely rule any impacts out. In general, case laws suggest that where there is potential to harm protected species permission should not be granted unless that harm can be mitigated, and normally this should be determined prior to the grant of any planning permission. However, in this case it is considered that the risk is very low, and particularly given the scale and nature of the proposals, can be addressed through appropriately worded pre-commencement conditions.

- Area 4

This is the ecological compensation area proposed for, and has potential to provide significant value habitat for, waders and wildfowl. Whilst the works proposed to this area are fairly minor in nature, it will have the impact of changing the nature of this area, which does have the potential to impact on wildlife currently using the site. Essentially, the flooding of this land to provide a wetland environment

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could displace badgers and the removal of hedgerows is likely, in the short term at least, to impact on foraging opportunities for birds and bats. It is also proposed to remove at least one tree which has the potential to form a bat roost.

The proposal includes a substantial degree of mitigation, although it is noted that this mitigation does not necessarily support the same protected species that would be impacted by the development. Indeed, it is likely that some works would require a licence to be undertaken, in order to relocate certain protected species. However, again the consultant ecologist has recommended a number of conditions to mitigate the impact, and given the benefits of the scheme, subject to those conditions it is not considered that the proposal warrants refusal on these grounds.

- Habitat Regulations Assessment

Under the requirements of the European Council Directives 'The Habitats Directive' and 'The Wild Birds Directive' it is necessary to consider whether or not the proposal could have significant impacts upon areas of nature conservation importance designated under the Directives. This relates to Ramsar sites, Special Protection Areas and Special Areas of Conservation.

The applicant has carried out a Habitat Regulations Assessment and have identified the following potential risks:

- Severn Estuary SAC – habitat loss, habitat degradation, chemical and aerial pollution risk, migration barriers to fish, potential noise and vibration disturbance to migratory fish;
- Severn Estuary SPA/Ramsar – noise, vibration and visual disturbance to birds, pollution risks to mudflats and high tide roosts.

As a result of the assessment it is acknowledged that the proposal would encroach 0.1ha into the Special Area of Conservation at Stup Pill. However this level of loss is very minor given the extent of the salt marsh environment in this location (less than 0.1%), and could be mitigated through better management of this area. Other than this the risks largely stem from construction works. As such, it is considered that the impacts can be successfully mitigated, notably through a Construction and Environmental Management Plan. This approach has been agreed with Natural England, who have confirmed that the Habitat Risk Assessment is fit for purpose, subject to the CEMP being secured by condition, and being forwarded to them for consideration.

(C) WOULD THE PROPOSAL LEAD TO THE LOSS OF SIGNIFICANT TREES, AND WOULD IT PROVIDE FOR ACCEPTABLE MITIGATION FOR ANY LOSS OF LANDSCAPING?

As stated above policy BCS9 resists the loss of green assets, which include the loss of trees, without appropriate mitigation. In addition, policy DM17 provides details of the level of mitigation that will be required in connection with the loss of any trees.

It is considered that the proposal would have relatively limited impact on mature trees, except with regards to Hallen Marsh, where there are trees which are regarded as being worthy of retention. Therefore, a detailed survey has been provided of this area. In essence, in order to provide a wetland habitat which is appropriate to the target species it is considered necessary to remove a number of trees, as well as some of the lower quality hedgerows. However, it is noted that proposal does include replacement planting of species that will enhance the ecological value of this area.

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It is unfortunate that the proposal submission does not include a replacement planting calculation under the Bristol Tree Replacement Standard. However, it is acknowledged that this is an unusual case, and a straightforward calculation would not be possible at this stage of the project. The scheme is also accompanied by comprehensive and large scale planting proposals, as well as providing other substantial green assets. On this basis, the Council's arboriculturalist is satisfied that sufficient mitigation is provided for the assets lost, and there is no objection to the application in these grounds.

(D) WOULD THE PROPOSED DEVELOPMENT SATISFACTORILY ADDRESS TRANSPORT AND MOVEMENT ISSUES?

Development Plan policies are designed to promote schemes that reflect the list of transport user priorities outlined in the Joint Local Transport Plan, which includes pedestrian as the highest priority and private cars as the lowest (BCS10). In addition, policy DM23 requires development to provide safe and adequate access to new developments.

- Vehicular Traffic

Once constructed the impact of the development on the road network from vehicular traffic would be relatively limited, as access would only be required for maintenance purposes. However, the proposal does represent a significant construction project, requiring significant numbers of vehicular movements. However, having assessed these, the Transport Development Management Team are satisfied that the proposal would not have a significant impact on the highway network. The roads affected are largely roads that are commonly used by large scale industrial traffic, and as such the proposal would not be significant in this regard. It is noted that concerns have been raised about construction traffic using residential roads in the area but this can be managed through a construction management plan.

It is noted that the highway officer has raised a concern about the potential for construction traffic to damage the M5 road bridge. This is an asset which is under the authority of Highways England, and it is noted that they have not raised a concern about this element. In addition, given the omission of the potential site compound at Lamplighters Marsh it is unclear whether that vehicle access will be maintained. Notwithstanding this, it would be expected that temporary measures to protect the bridge could be picked up through a Construction Management Plan.

It is noted that an objection has been raised regarding the use of private roads in the construction and maintenance of the proposal, specifically around the port. As land ownership is not a planning issue the application cannot be refused on this basis. However, in order to deliver the development the applicants will need to work with a number of local land owners, and will need to actively engage with them. It is understood that the project team are progressing with this.

The highways officer has requested financial contributions to pay for a temporary Traffic Regulation Order and for a staff travel plan to reduce traffic during the construction phase. The respective contributions would be £1,190 and £5,000. Given the Bristol City Council are among the applicants this cannot be secured by legal agreement, but a memorandum of understanding will be sought to secure the payment of this.

- Access issues

It is noted that the proposal site, particularly at Hallen Marsh, is covered by a number of public rights of way (PROW). There are also aspirations to create pedestrian access to as much of the coast line

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as possible, and as part of this Natural England are promoting proposals for an English Coastal Path. It should be noted that it is not the purpose of this application to provide any of these public access routes, but clearly the delivery of the any new access routes would need to align with, where possible, the delivery of this proposal, to prevent any conflict.

In this case it is understood that the applicants have been working closely with Historic England in order to deliver the Coastal Path. Concerns have also been raised about whether or not the proposal would meet the appropriate access standards. At this stage we do not have enough information to confirm this. However, this will be delivered through other legislation, and when the final design of the Coastal Path is produced it will need to be assessed against the appropriate standards.

The proposal also requires a number of amendments to Public Rights of Way, and again these are covered by other regulatory powers. Indeed, these works are likely to require an application for a diversion order under s. 257 of the Town and Country Planning Act. Notwithstanding this, the Transport Development Management Officer is satisfied that the final details of the works to the PROW can be secured through condition, and at that stage they will be assessed to ensure there is no detriment to accessibility as a result of the development.

(E) WOULD THE PROPOSAL HAVE A HARMFUL IMPACT ON THE CHARACTER OR THE AREA, HERITAGE ASSETS OR RESIDENTIAL AMENITY?

Policy BCS21 of the Core Strategy, as well as requiring development to be of a high quality design, also requires new development to safeguard the amenities of existing residents. Policy BCS22 of the Core Strategy requires development to safeguard or enhance heritage assets, which includes historic buildings, both nationally and locally listed, and conservation areas.

Firstly, it should be noted that the application does not impact on any designated heritage assets. Whilst there are heritage assets close to the application site, given the generally low key nature of the works it is not considered that there would be any visual impact on these. Notwithstanding this, concerns have been raised that the original submission did not properly characterise the historic and landscape values of the existing environment, and therefore did not provide a proper basis for assessing the impacts of the proposal. In response to this further archaeological assessments and landscape justification have been carried out. At this stage, a response on these has not been received from Historic England, and this will be reported to Members at the meeting. Notwithstanding this, Officers do consider this to provide a reasonable basis for assessing the harm, and to conclude that it can be mitigated.

In terms of the appearance of the scheme the physical structures proposed are utilitarian in character, however the visual impact of these from the public realm is limited. The works adjacent to the road and the railway line in area 3B would be partly an embankment of similar appearance to the current situation, and otherwise relatively low key. Beyond this the major impact will be in the Lamplighters Marsh area, which includes views from the elevated section of the M5. At Lamplighters Marsh the route of the wall would largely follow the railway embankment, and would largely be screened by planting. A concern has been raised that the finish would result in glare. However, it is considered that the weathering of the proposals, particularly in the river/estuary side would quickly reduce this impact. Much of the river bank in this area has been heavily altered in the past, but it is noted that the introduction of artificial form will have some impact on wider views. However, the very minor impact is considered to be outweighed by the benefits of the scheme.

In terms of residential amenity, given the low key nature of the proposals, and distance from residential properties, it is not considered that the proposal would result in any harm to residential amenity.

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(F) WOULD THE PROPOSAL RESULT IN ADDITIONAL RISK FROM MAJOR ACCIDENT HAZARDS?

The application would involve work in areas which are subject to Hazardous Substance Consents and would need to cross a number of high pressure fuel pipelines. The Health and Safety Executive have been consulted on the application and have confirmed that because the proposals would not place additional people at risk they have no objection to the application.

However, the potentially hazardous pipelines in the area are managed by CLH-PS, who have objected to building over the pipeline without entering into the appropriate works consent prior to undertaking the work. At this stage the project team are seeking a dialogue with CLH-PS to try and resolve this issue. Whilst it is not considered that this issue merits the refusal of the application, it is important to ensure that any works are carried out safely, and in the absence of any further agreement being reached with CLH-PS prior to the meeting, it is recommended that this issue is added to the requirements of any Construction Management Plan.

(G) ARE LAND OWNERSHIP ISSUES OR IMPACTS ON THE USE OF THE LAND MATERIAL TO THE PLANNING DECISION?

It is noted that a number of the objections raise concerns about the need to access private land during the construction. As stated above, land ownership is not a planning issue, and therefore the application cannot be refused on this basis. However, this does include important infrastructure such as the Port, and Railway lines, and any impact on the operation of these would be a material issue. However, whilst the construction does create challenges, there is no evidence that this would result in a principle objection to the proposal. It is also noted that the applicant is seeking to address these issues through dialogue with the affected parties. There is, therefore, a need to ensure that these issues are covered by an appropriate Construction Management Plan to ensure that the operation of important infrastructure is not harmed during development.

Concerns have also been raised about the loss of agricultural land during development. It is noted that the land take of the flood wall is relatively small, and within the Bristol side of the boundary will not lead to the loss of any high grade agricultural land. There is potential for some disruption of agricultural land during construction, but this would not merit the refusal of the application. Again, the applicant has been advised to discuss these proposals with owners/users of the land to minimize disruption. Area 4 does include some 'Grade 3 – good to moderate' agricultural land. This land will be lost to existing use, however the management of the land does require grazing of the land in summer, and hence this has been assessed as being a minor adverse impact. Again, this impact needs to be weighed against the benefits of the proposal, and on this basis it is considered that the proposal does not merit refusal on these grounds.

CONCLUSION

The application relates to a major infrastructure project to provide enhanced flood defenses and ecological mitigation for the Avonmouth area of Bristol. The scope of the works proposed have been challenged by a number of parties, notably the Bristol Port Company. However, it is not for the Local Planning Authority to determine the scope of the works, but rather to assess the application against the adopted development plan policies.

Concerns have been raised that the proposal will not provide the level of flood defenses that is set out in the Flood Risk Assessment. The weak point in the defenses appears to be around the Port Lock Gate and quays. However, it is apparent from the evidence available that the proposal will reduce

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flood risk, and also does not preclude works in the future to the Lock Gate area, which would have the effect of reducing the risk further. The proposal is considered to have some impact, including some impact on wildlife, although it would provide substantial mitigation for that. As a consequence, the benefits of the proposal are considered to outweigh the loss, and subsequently the proposal is recommended for approval subject to conditions to address the following:

- Phasing plans for the development;
- Construction and Environmental Management Plan;
- Securing details of highway works;
- Highway condition survey;
- Structural surveys in relation to highway works;
- Tree protection to be erected in accordance with approved plans;
- Details of arboricultural monitoring and tree planting;
- Landscaping works to be carried in the first planting season following relevant phase;
- Provision of a woodland management plan;
- Provision of appropriate ecological surveys prior to development;
- Provision of a bio-diversity monitoring strategy;
- Financial contribution for staff travel plan and TRO.

CIL LIABILITY

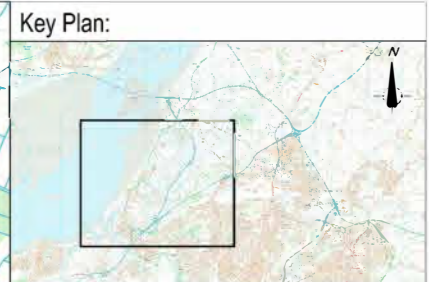
Development of less than 100 square metres of new build that does not result in the creation of a new dwelling; development of buildings that people do not normally go into, and conversions of buildings in lawful use, are exempt from CIL. This application falls into one of these categories and therefore no CIL is payable.

RECOMMENDED Delegate to Officer to GRANT Planning Permission subject to relevant conditions (To be drafted by the Officers) to cover the issues listed in the report, and any other relevant issues.

Supporting Documents

4. Avonmouth & Severnside Enterprise Area

1. Site boundary
2. Area 2 (Avonmouth Docks) Orientation plan – Sheet 1 of 2
3. Area 2 (Avonmouth Docks) Orientation plan – Sheet 2 of 2
4. Area 32 (Central BCC) Orientation plan – Sheet 1 of 1
5. Area 4 Ecological Mitigation over plan
6. Appendix A Mitigation areas & economic area



- Key:**
- Area 2 Site Boundary
 - Area 3B Site Boundary
 - Area 4 Site Boundary
 - Local Authority Boundary

AREA 3B - Severn Beach Railway (South)
See drawing:
IMSW002194-CH2-Z00-A32-3213

AREA 2 - Bristol Docks
See drawing:
IMSW002194-CH2-Z00-A20-2212 (North)
&
IMSW002194-CH2-Z00-A20-2213 (South)

AREA 4 - Hallen Marsh
See drawing:
IMSW002194-CH2-Z00-A40-4212

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C.01	JEM	CAG	LL	25/04/18	PLANNING APPLICATION
P.01	PG	CAG	LL	26/03/17	APPRIASIAL ISSUE
Rev	By	Chkd	Apprd	Date	Description

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Project
AVONMOUTH SEVERNSIDE
ENTERPRISE AREA
ECOLOGY MITIGATION
& FLOOD DEFENCE SCHEME

Drawing
ASEA PLANNING APPLICATION
SCHEME APPLICATION
SITE BOUNDARY
BRISTOL CITY COUNCIL

Drawn by:	PG	Date:	19/04/17
Checked by:	CAG	Date:	24/05/18
Approved by:	LL	Date:	25/05/18

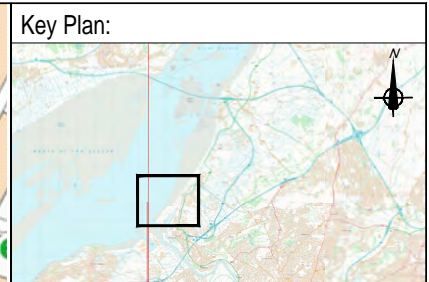
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SCALE 1:20,000 AT A1; 1:40,000 AT A3





Key:

- Reinforced Concrete Flood Wall
- Flood Bank or Ground Raising
- Sheet Pile Flood Wall
- Flood Gate
- Road
- Scheme influence Area 2
- Scheme influence Area 3B

- Notes**
1. All levels shown are to GPS datum.
 2. All dimensions are in millimetres unless stated otherwise.
 3. Images shown upon drawings show existing environment and flood defences.
 4. All flood defence embankment profiles to be rounded to avoid angular trapezoidal appearance wherever viable.
 5. For planting and seed mixes see drawing: ENVIMSW002194-CH2-Z00-DR-C-0235
 6. For proposed embankment and ditch scolling and seeding details see drawing: ENVIMSW002194-CH2-Z00-DR-C-0236
 7. For all zone standard details see drawings:
 - Sheet 1 - ENVIMSW002194-CH2-Z00-DR-C-0240
 - Sheet 2 - ENVIMSW002194-CH2-Z00-DR-C-0241
 - Sheet 3 - ENVIMSW002194-CH2-Z00-DR-C-0242
 - Sheet 4 - ENVIMSW002194-CH2-Z00-DR-C-0243

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C.01	PG	CAG	LL	28/03/17	PLANNING APPLICATION
Rev	By	Chkd	Apprv	Date	Description

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Project
AVONMOUTH SEVERNSIDE
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ECOLOGY MITIGATION
& FLOOD DEFENCE PROJECT

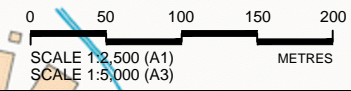
Drawing
**ASEA PLANNING APPLICATION
AREA 2 (AVONMOUTH DOCKS)
ORIENTATION PLAN
SHEET 1 OF 2**

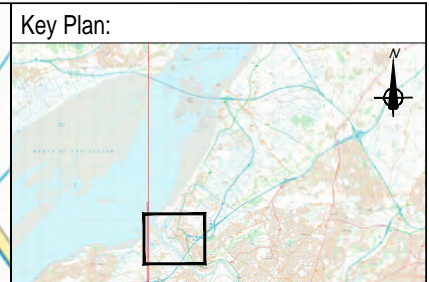
Drawn by: PG	Date: 26/04/17
Checked by: CAG	Date: 24/05/18
Approved by: LL	Date: 25/05/18
Drawing No. ENVIMSW002194-CH2-Z00-ADR-C-2214	Revision C.01

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PLAN
SCALE 1:2500 AT A1, 1:5000 AT A3





- Key:**
- Reinforced Concrete Flood Wall
 - Flood Bank or Ground Raising
 - Sheet Pile Flood Wall
 - Flood Gate
 - Road
 - Scheme influence Area 2

- Notes**
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 5. For planting and seed mixes see drawing: ENVMSW002194-CH2-Z00-DR-C-0235
 6. For proposed embankment and ditch soil and seeding details see drawing: ENVMSW002194-CH2-Z00-DR-C-0236
 7. For all zone standard details see drawings:
 - Sheet 1 - ENVMSW002194-CH2-Z00-DR-C-0240
 - Sheet 2 - ENVMSW002194-CH2-Z00-DR-C-0241
 - Sheet 3 - ENVMSW002194-CH2-Z00-DR-C-0242
 - Sheet 4 - ENVMSW002194-CH2-Z00-DR-C-0243

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C.01	PG	CAG	LL	08/03/17	PLANNING APPLICATION
Rev	By	Chkd	Apprv	Date	Description



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Project
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& FLOOD DEFENCE PROJECT

Drawing
ASEA PLANNING APPLICATION
AREA 2 (AVONMOUTH DOCKS)
ORIENTATION PLAN
SHEET 2 OF 2

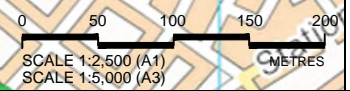
Drawn by:	PG	Date:	08/03/17
Checked by:	CAG	Date:	24/05/18
Approved by:	LL	Date:	25/05/18

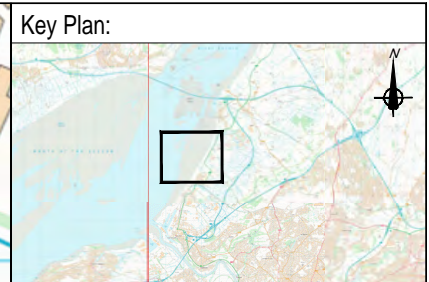
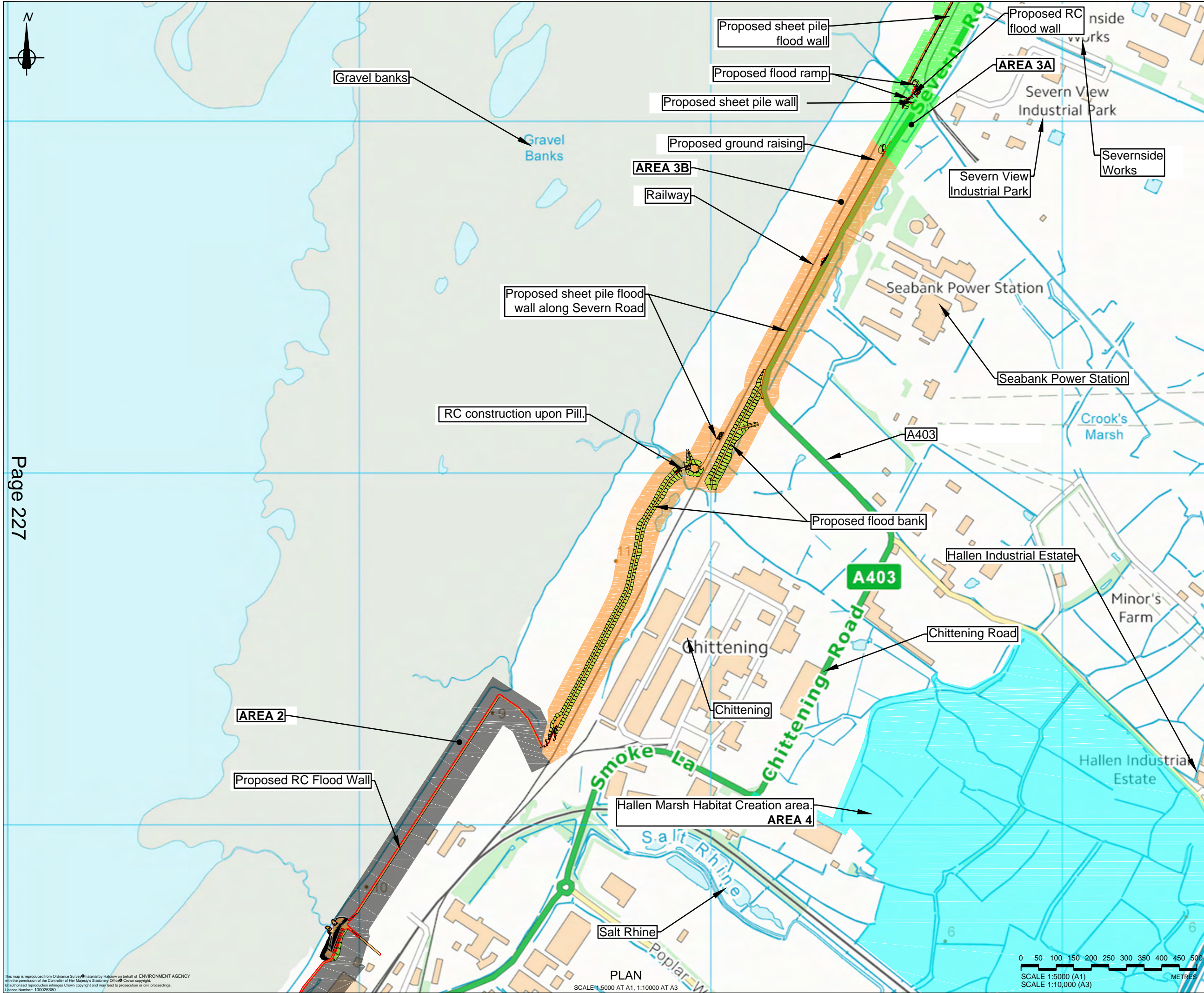
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PLAN
SCALE 1:2500 AT A1, 1:5000 AT A3





Key:

- 10.83 Existing levels on cross sections
- 11.83 Proposed levels on cross sections
- +9.10 Existing levels on plan
- +9.40 Proposed levels on plan
- Reinforced concrete flood defence wall
- Grass covered flood defence embankment
- Grass covered drainage ditch
- Steel sheet pile flood defence wall
- Flood gate
- Road ramp
- Maintenance access track / footpath
- Reinforced concrete footing extents
- P1220.1 Image location / frame view

- Notes**
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 4. All flood defence embankment profiles to be rounded to avoid angular trapezoidal appearance wherever viable.
 5. For planting and seed mixes see drawing: ENVIMSW002194-CH2-Z00-DR-C-0235
 6. For proposed embankment and ditch soiling and seeding details see drawing: ENVIMSW002194-CH2-Z00-DR-C-0236
 7. For all zone standard details see drawings:
 - Sheet 1 - ENVIMSW002194-CH2-Z00-DR-C-0240
 - Sheet 2 - ENVIMSW002194-CH2-Z00-DR-C-0241
 - Sheet 3 - ENVIMSW002194-CH2-Z00-DR-C-0242
 - Sheet 4 - ENVIMSW002194-CH2-Z00-DR-C-0243

Rev	By	Chkd	Apprv	Date	Description
C.01	PG	CAG	LL	28/03/17	PLANNING APPLICATION



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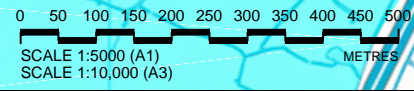
Project
AVONMOUTH SEVERNSIDE
ENTERPRISE AREA
ECOLOGY MITIGATION
& FLOOD DEFENCE PROJECT

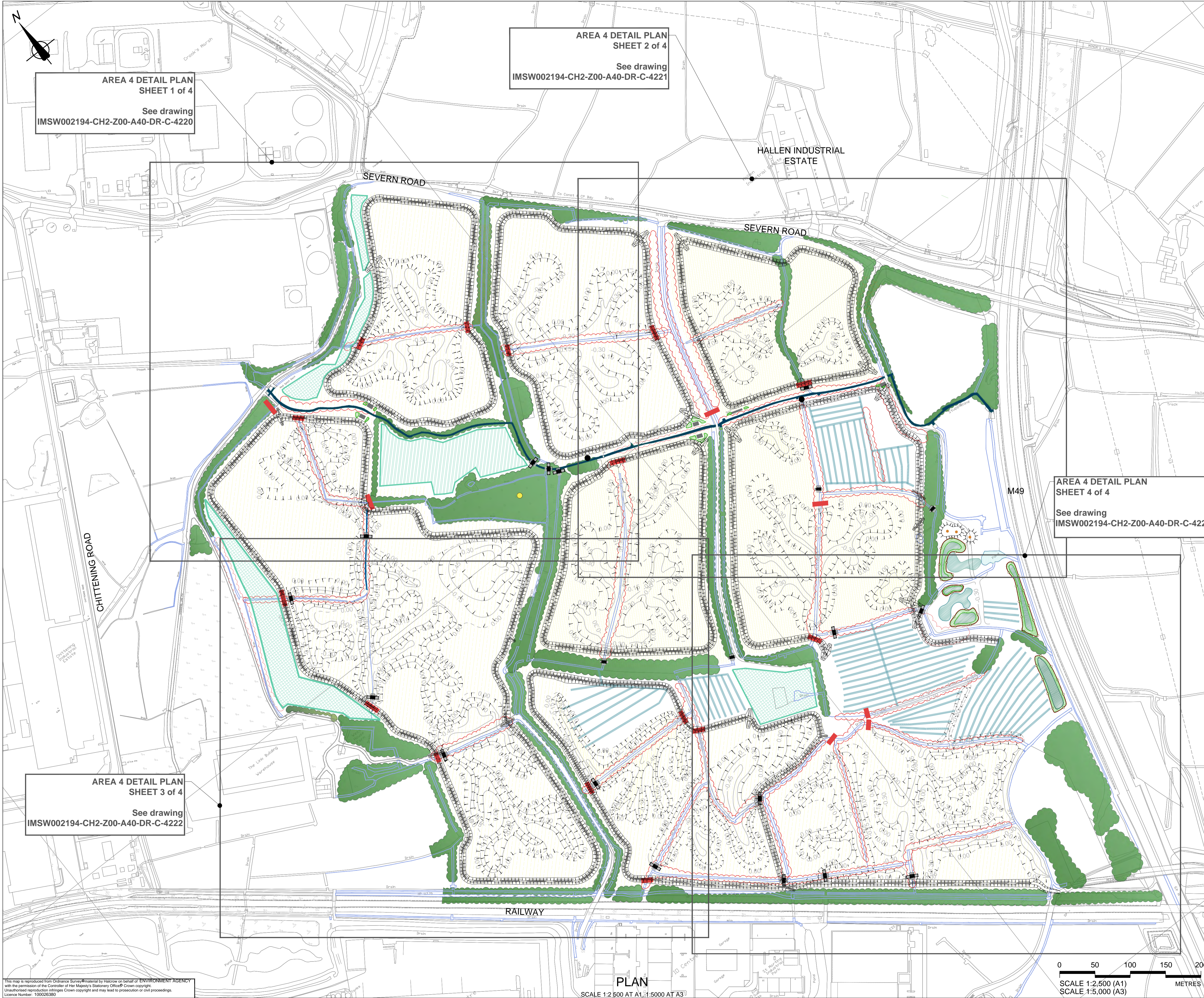
Drawing
ASEA PLANNING APPLICATION
AREA 32 (CENTRAL, BCC)
ORIENTATION PLAN
SHEET 1 OF 1

Drawn by: PG	Date: 27/04/17
Checked by: CAG	Date: 24/05/18
Approved by: LL	Date: 25/05/18
Drawing No. ENVIMSW002194-CH2-Z00-A32-DR-C-3215	Revision C.01

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PLAN
SCALE 1:5000 AT A1, 1:10000 AT A3



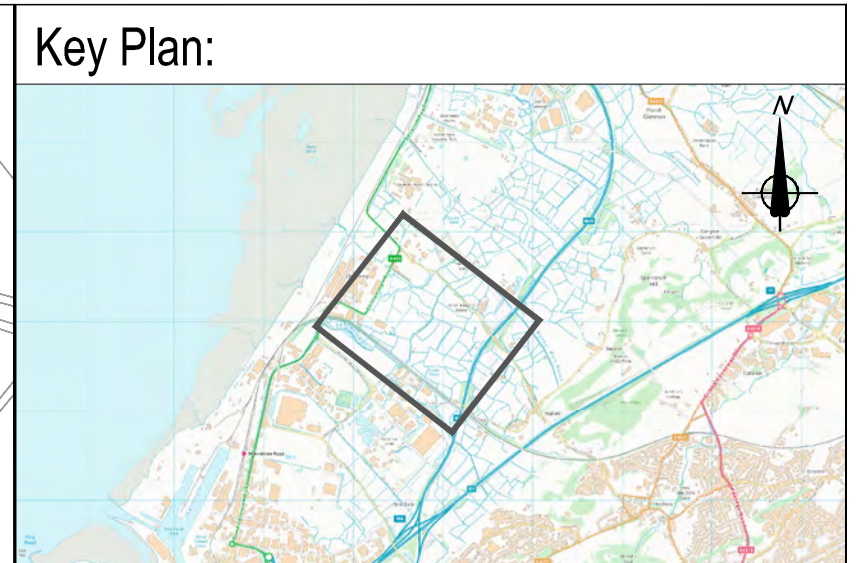


AREA 4 DETAIL PLAN
SHEET 1 of 4
See drawing
IMSW002194-CH2-Z00-A40-DR-C-4220

AREA 4 DETAIL PLAN
SHEET 2 of 4
See drawing
IMSW002194-CH2-Z00-A40-DR-C-4221

AREA 4 DETAIL PLAN
SHEET 4 of 4
See drawing
IMSW002194-CH2-Z00-A40-DR-C-4223

AREA 4 DETAIL PLAN
SHEET 3 of 4
See drawing
IMSW002194-CH2-Z00-A40-DR-C-4222



- Key:**
- EXISTING**
 - Existing vegetation retained
 - Existing vegetation removed
 - Existing tree removed
 - Existing vegetation retained but cut back
 - Existing pond retained / reprofiled and enhanced
 - Existing Grassland Retained
 - PLANTING**
 - Proposed pond edge mix (type 'PE')
 - Proposed wetland meadow mix (type 'WM')
 - Proposed mixed broadleaf woodland mix (MBW)
 - Proposed broadleaf woodland edge / scrub planting (BWE)
 - Proposed tree and native shrub mix (NTS)
 - ECOLOGICAL MITIGATION**
 - Proposed water vole habitat
 - Proposed new ponds
 - Proposed bat mitigation area
 - Proposed barn owl mitigation
 - Proposed hibernaculum
 - Proposed bird box (25no. bird box)
 - Existing ridge and furrow retained and flooded
 - Proposed scrapes
 - Proposed ponds
 - Proposed woven wire fencing
 - ACCESS**
 - PROW Retained
 - PROW retained and raised on causeway
 - Proposed bridge
 - Proposed ramp / track
 - HYDROLOGY / EARTH MODELING**
 - Existing hydrology
 - Proposed flow control structure to impound flows (High-level weir or sluice)
 - Proposed flood Bank and cut off trench
 - Existing levels on cross sections
 - Proposed Levels on cross sections
 - Existing Levels on plan
 - Proposed levels on plan
 - Location of proposed pumping facilities to feed water from the main Rhines into habitat units
 - EXTERNAL INFLUENCES**
 - Hinkley C. Connection land consented under DCO

- Notes**
- All levels shown are to GPS datum.
 - All dimensions are in millimeters unless stated otherwise.
 - Exact location, dimensions + profiles of scrapes, channels and ponds to be directed during construction.
 - Existing ridge and furrow to be utilised to 'feed' water into new scrapes.
 - Arable areas will require conversion to grassland using species-rich wet grassland seed mix.
 - For planting and seed mixes see drawing: IMSW002194-CH2-HAB-A40-DR-L-4520
 - For details of water vole habitat see detail: ENVIMSW002194CH2-Z00-Z00-DR-C-0249 and ENVIMSW002194CH2-Z00-A40-DR-C-4521 and ENVIMSW002194CH2-Z00-A40-DR-C-0250
 - For bridge details see drawing: ENVIMSW002194-CH2-Z00-Z00-DR-C-0243

C.02	JAG	AL	LL	03/10/18	LANDSCAPE UPDATE
C.01	AF	AL	LL	25/05/18	EA PLANNING APPLICATION
Rev	By	Chkd	Apprv	Date	Description



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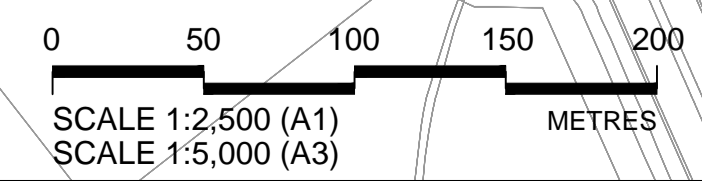
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Project: AVONMOUTH SEVERNSIDE ENTERPRISE AREA ECOLOGY MITIGATION & FLOOD DEFENCE SCHEME

Drawing: ASEA PLANNING APPLICATION AREA 4 ECOLOGICAL MITIGATION OVERVIEW PLAN

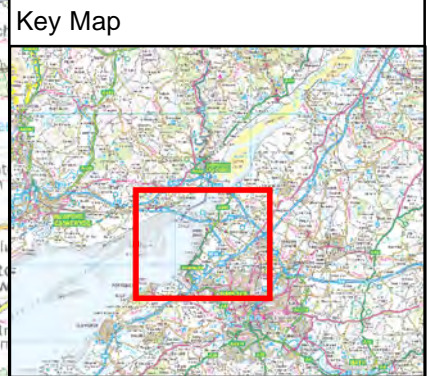
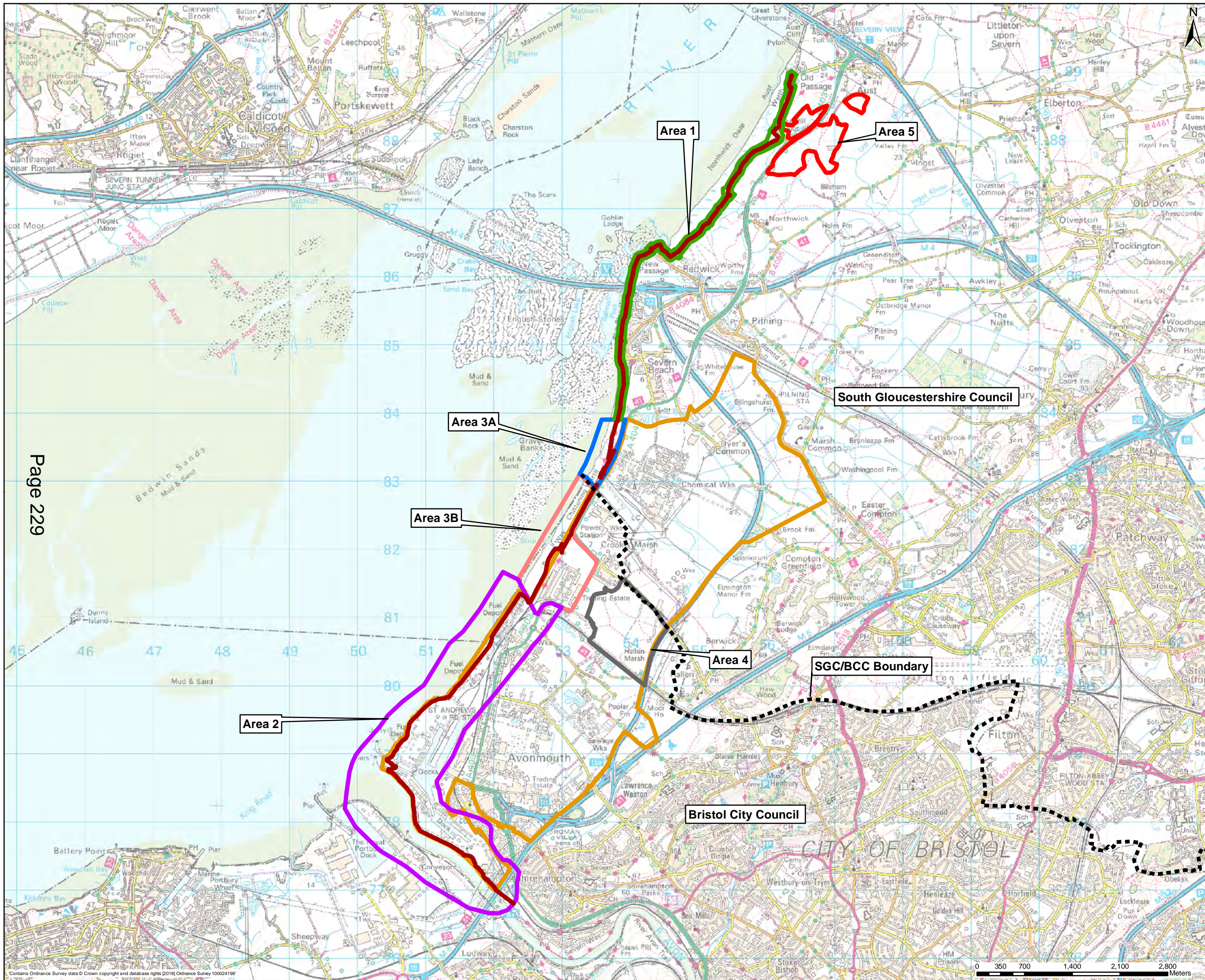
Drawn by:	AF	Date:	01/08/17
Checked by:	AL	Date:	24/05/18
Approved by:	LL	Date:	25/05/18
Drawing No.	ENVIMSW002194-CH2-Z00-A40-DR-C-4210	Revision	C.02

Drawing Scale: AS SHOWN



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PLAN
SCALE 1:2 500 AT A1, 1:5000 AT A3



- Legend**
- SGC BOUNDARY
 - Defence alignment
 - Area 1
 - Area 2
 - Area 3A
 - Area 3B
 - Area 4
 - Area 5
 - Avonmouth and Severnside Enterprise Area

Notes:

Bristol City Council

Environment Agency

South Gloucestershire Council

Burderop Park
Swindon
SN4 0QD

Project: AVONMOUTH SEVERNSIDE ENTERPRISE AREA ECOLOGY MITIGATION & FLOOD DEFENCE PROJECT

Drawing: AREAS - DEFENCE ALIGNMENT, MITIGATION AREAS AND ECONOMIC AREA

Drawn by: ZR	Date: 30/04/2018
Checked by: SM	Date: 30/04/2018
Approved by: ADL	Date: 30/04/2018
Drawing No: ENVMSW002194-CH2-Z00-Z00-DR-EN-0016	Revision: P01.1

Drawing Scale (A3): 1:50,000