

# Development Control B Committee Agenda



**Date:** Wednesday, 7 November 2018

**Time:** 6.00 pm

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

## Distribution:

**Councillors:** Sultan Khan (Chair), Richard Eddy (Vice-Chair), Carla Denyer, Harriet Clough, Lesley Alexander, Tom Brook, Harriet Bradley, Mike Davies, Fi Hance, Olly Mead and Jo Sergeant

**Copies to:** Zoe Willcox (Director - Planning), Gary Collins, Laurence Fallon, Jon Fellingham, Rachael Dando, Steve Gregory (Democratic Services Officer), David Fowler (Members' Office Manager (Conservative)), Stephen Fulham, Zarah Jama, Paul Shanks and Allison Taylor (Democratic Services Officer)

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**Date:** Tuesday, 30 October 2018

# Agenda

**1. Welcome, Introduction and Safety Information**

**2.00 pm**

**2. Apologies for Absence**

**3. Declarations of Interest**

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

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

**4. Minutes of the previous meeting**

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

**(Pages 4 - 11)**

**5. Appeals**

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

**(Pages 12 - 26)**

**6. Enforcement**

To note enforcement notices.

**(Page 27)**



## 7. Public forum

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

### Questions:

Written questions must be received three clear working days prior to the meeting. For this meeting, this means that your question(s) must be received at the latest by 5pm on 1<sup>st</sup> November 2018.

### Petitions and statements:

Petitions and statements must be received by noon on the working day prior to the meeting. For this meeting, this means that your submission must be received at the latest by 12.00 noon on 6<sup>th</sup> November 2018.

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

## 8. Planning and Development

To consider the following applications for Development Control Committee B - **(Page 28)**

- a) **18/01549/F 26 Lodway Road Bristol BS4 2NR** **(Pages 29 - 47)**
- b) **18/00386/F Land To Rear of Tech House 6 Marsh Street** **(Pages 48 - 74)**  
**City Centre Bristol BS1 4AX**
- c) **17/05700/F Kings Weston Reservoir Tufton Avenue Bristol** **(Pages 75 - 112)**
- d) **18/02968/X Avon Crescent Bristol BS1 6XQ** **(Pages 113 - 144)**

## 9. Date of Next Meeting 19th December 2018 @ 2pm



## Bristol City Council Minutes of the Development Control B Committee

26 September 2018 at 2.00 pm



### **Members Present:-**

**Councillors:** Sultan Khan (Chair), Richard Eddy (Vice-Chair), Donald Alexander (substitute for Jo Sergeant), Lesley Alexander, Tom Brook, Harriet Clough, Carla Denyer, Fi Hance, Olly Mead and Celia Phipps (substitute for Harriet Bradley)

### **Officers in Attendance:-**

Gary Collins, Peter Westbury, David MacFadyen, Tom Watson, Jon Fellingham and Jeremy Livitt

### **1. Welcome, Introduction and Safety Information**

All parties were welcomed to the meeting.

### **2. Apologies for Absence**

Apologies for absence were received from Councillor Harriet Bradley (Celia Phipps substituting) and from Councillor Jo Sergeant (Don Alexander substituting). In addition, it was noted that Councillor Mike Davies was travelling back from the Labour Party Conference and was unlikely to be back in time for the meeting.

### **3. Declarations of Interest**

There were none.

### **4. Minutes of the previous meeting**

These were agreed as a correct record subject to the inclusion of Councillor Eddy in the attendance list acting as Chair in Councillor Khan's absence and subject to the removal of the duplicate text relating to the Minute for the Mortimer House Application.

In response to a question from Councillor Eddy, the Head of Development Management stated that, in addition to the verbal update that he would be providing under Agenda Item 5 (Appeals), a more detailed report could be provided at the next meeting on 7th November 2018 if Members wished.



**Resolved – that the minutes of the above meeting be approved as a correct record and signed by the Chair.**

## **5. Appeals**

The Head of Development Management made the following comments:

8. Hamilton House – The hearing for this appeal would be held on Tuesday 2nd October 2018.

10. Old BRI – This appeal was held in abeyance. Whilst the developers UNITE had challenged the listing of the chapel, Bristol City Council had recently extended the Conservation Area to cover the appeal site which provided additional protection for the Old BRI building. Officers would update the Committee at the next meeting with regard to the status of the appeal as the current period of abeyance was about expire.

66 and 67 - 131 Bridgwater Road

66. This had been allowed and granted. The reasons for refusal were for a failure to provide a commuted sum towards off-site affordable housing. The decision letter set out in detail how the Inspector had considered the viability issues. Regrettably, the Inspector had accepted the appellant's view on key inputs into the viability issue and had concluded that the development could not provide any affordable housing, which was a cause for frustration for officers. The Committee indicated that they were satisfied with the detail provided in the verbal update and so a further written report was not required.

67. The Planning Inspector had dismissed this appeal and refused the application.

## **6. Enforcement**

The Service Manager – Development Management made the following comments:

1. Belvoir Road – A Section 215 Notice had been issued in respect of this site. It was noted that such notices are issued as a means of requiring the landowner to clear up the site if land was in poor condition and harmful to amenity.

## **7. Public forum**

Members of the Committee received Public Forum Questions (including written answers) and Statements in advance of the meeting.

The following verbal supplementary question was asked and response given by officers:

Q. If the application is approved, will homeless people be allowed to bring dogs with them to the hostel?



A: Yes. There was a maximum of 3 dogs allowed per person on the site.

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 18/03879/F - St Annes House, St Annes Road, Bristol BS4 4AB**

The representative of the Service Manager – Development Management made the following comments:

- The application was for temporary facilities and services from October 2018 to March 2019 and then for October 2019 to March 2020
- Local residents had been consulted on the proposal over a 3 week period
- The officers' report reflected the fact that the site had been designated as a principal industrial and warehousing area. However, there were other material considerations since it is for temporary use and, therefore, will return to employment use once this period had expired
- The proposal was for emergency accommodation in an existing commercial building. Therefore, there were very limited internal alterations and no external alterations
- The surrounding area was situated in Flood Zone 3 and, therefore, a Flood Evacuation Plan needed to be in place
- There was access to the upper floor but no alterations would be made there
- There were no proposed alterations to the fabric of the building
- The existing showers would be retained
- The council's ecologist had assessed the wooded area to the rear of the site and concluded that there would be no adverse impact

Officers responded to questions raised by Councillors as follows:

- There was a mixture of employment and residential properties near the site. All parties with a shared boundary with the site had been consulted as required and in addition some slightly further away
- Councillors' frustration was noted concerning the lack of proactivity concerning consultation on housing matters. However, whilst planning officers were aware of many aspects of this part of the consultation (such as leaflet drops), this was an entirely separate process to the planning consultation
- Planning officers had assumed that at least two members of staff would be on site at all times



- Since the application was for temporary accommodation, there were minimum proposed internal alterations including ventilation for showers, the kitchen and toilets. This planning application was the first stage of the process – a dialogue would take place with the developers concerning building regulations in the event that the application was approved
- Councillors' concerns were noted about the distance between the City Centre and the application site (2.6 Miles), as well as the fact that service users might try to get to the site on the off chance that a space is available and then find it difficult to travel back to the City Centre. Whilst Councillors might be minded to consider approving permission for 1 year and then revisiting the application, this would not be appropriate as the project was based on a 2 year period. The application needed to be considered on its own merits for a 2 year trial. The operation of the arrangements would be very largely dependent on the Management Plan which will allow the developer to address any lessons that are learnt and the interim report required by condition to reflect on the experience of the operation of the site. Ward Members would also be contacted on any feedback that they had received.
- In relation to pre-application consultation, with a major Planning application consultation with the community would be expected. However, since this falls well below the 1000 square metre requirement for this, the Planning Authority was not required to take any action in respect of this. However, some consultation had taken place. The National Planning Policy Framework required good consultation and needed this to be taken into account. It was up to the Committee to decide what weight to give this requirement in respect of this application
- Any difficulties which were raised in a Health and Safety survey would be the responsibility of the Health and Safety Executive to resolve.
- There is a separate entrance into the mixed dormitory area
- Whilst members' concerns were noted in relation to conflict with building users, this was not a planning issue and needed to be set to one side by Councillors in making their decision
- Councillors' concerns were noted about fencing on site. Officers proposed that, in the event that the application was approved, the Committee gives officers delegated authority to discuss this issue with the developers
- The development was a considerable way from requiring an Environmental Impact Assessment. The advice of Bristol City Council's ecologist had been sought on this issue
- The reference on page 38 stating that "The Planning quality requests" was indicating a suggestion from residents
- It was acknowledged that the reference to the ground floor in the material considerations on Page 42 could be misconstrued. Officers confirmed that the application was for partial use at St Annes House and would require no alterations at 1st Floor level
- The reference to Fire Escape Phase 2 on the plans was nothing to do with the hostel and not part of the application
- Officers noted a Councillor's concern about the properties near Woodside Road being very close to the site. However, it was confirmed that these were fenced off and were outside the application site
- Officers noted Councillors' concerns about housing issues on planning applications not being properly dealt with. However, officers were confident that the site management arrangements would work. Officers did propose that, in the event that the application was approved, condition 3



was strengthened to require production of the post occupation management report by 31st May 2019 rather than some time before October 2019. This would allow sufficient time for a full analysis prior to the re-opening of the hostel for 2019/20 period and effective engagement with the operators and Ward Members prior to this

- Officers noted Councillors' concerns about the need for CCTV on site. Whilst this was a management issue, officers understood that the site was already covered by CCTV.
- Housing licensing issues were not the responsibility of the Planning Authority in respect of this application

Councillors made the following comments in respect of this application:

- Whilst it was clear that there was a homeless problem in Bristol and a need for a hostel of this kind, this site was not appropriate for this. The quality of consultation with neighbours by the developer was disappointing. Whilst there was a Management Plan in place, it required a great deal of hope in the operator to ensure it was properly implemented. In addition, the site was a considerable distance from the City Centre (2.6 Miles) which was not appropriate. The application should be opposed
- Public transport remained a concern in respect of this application. The location was badly connected with the rest of the city. However, it was easy to become homeless and it was unfair to perceive those in this situation as always dangerous. In addition, the pre-application consultation had been unsatisfactory.
- In the case of a previous application for a hostel in the city, residents had been very concerned but a lot of the anticipated problems did not materialise. Since this was not a permanent application, it should be supported
- Many of the concerns about this site had been allayed since it was for temporary and emergency purposes subject to officers looking at the issue of the fence with delegated authority by the Committee
- The location was a cause for concern. It was almost impossible to reach it through public transport and there was no reference as to how this would be dealt with
- Whilst transport was the major concern for this application, it was not sufficient to outweigh the need for it
- Residential properties were too close to the site. This had been a problem in a similar application for a hostel within the Frome Vale constituency. In addition, whilst many service users were homeless people who had fallen on hard times, some were drug addicts and there was a risk that they would continue to fund their habit on the site
- The Cabinet Member had recently visited the site. Whilst the transport concerns were noted, there was an urgent need for a hostel. This was a temporary application and badly needed

Councillor Olly Mead moved, seconded by Carla Denyer and, upon being put to the vote, it was

**RESOLVED (Voting: 7 for, 2 against, 1 abstention): that the application be approved subject to the conditions set out in the report and also including the following:**





- (1) **An additional condition requiring a Flood Evacuation Plan. Prior to the first occupation of the proposed use, the Applicants (or their successors) shall submit to and have approved in writing by the Local Planning Authority a Flood Evacuation Plan to confirm the means by which occupiers of the application site will evacuate in the event of a flood event.**

**Reason: To safeguard future residents from the impact of a future flood event.**

- (2) **An alteration to Condition 3 as follows:**

**By 31st May 2019, the Applicants (or their successors) shall present a report to the Local Planning Authority setting out how the use has operated between 1st October 2018 and 31st March 2019. It shall include details of how many people have occupied the use, how much management has been in place and shall indicate whether there have been any complaints and how they have been addressed.**

**Reason: In order to determine whether any lessons need to be learnt for the second opening period (1st October 2019 to 31st March 2020).concerning the time of an assessment report for the first winter period that the temporary hostel is open to extend it until the end of May 2018**

- (3) **Delegated authority to be given to officers to discuss the issue of fencing with the applicants**

**b. Planning Application Number 18/03500/F - Ground Floor Flat, 7 Belvedere Road, Westbury Park**

The representative of the Service Manager – Development Management made the following comments:

- A brief explanation of the site was provided. It was noted that it would involve the enlargement of the basement and proposed construction work using either diamond drill or hand held drill
- Objectors had expressed concerns about noise and disturbance during construction, the potential for damage to neighbouring properties and impact on highways. There had also been objections to the previous construction by the developer
- Since this was a designated conservation area, the impact on the neighbouring amenity needed to be considered
- The extension was proposed for residential use. Since this was at ground level, there would be no impact on neighbouring properties
- Noise during construction – whilst officers sympathised with residents concerning this issue, they had little control over contractors in this area. Conditions had been proposed to minimise impact. It was a requirement that the construction was carried out in accordance with the structural engineer’s report. However, any damage to neighbouring properties during construction was a civil matter



The representative of the Service Manager – Development Management made the following comments in response to Councillors' comments:

- The application could not be refused on the basis of noise made during the construction process nor could it be made on the basis of hearsay of what the applicant may want to do in future at the property. Any change of use to a care home would require a new planning application that would be consulted on and considered on its merits. A previous application for a care home at the site had been withdrawn after various concerns had been raised by officers.
- Legislation was in existence concerning construction noise in relation to environmental health and pollution control. Residents were free to report issues relating to excessive noise which would then be investigated. Similarly, there could be no requirement to restrict noise levels during construction to a certain decibel level. In addition, the equipment in the previous construction involving the developer was JCB excavators which would not be the case with the current proposal
- Unfortunately, it was no longer possible for proactive monitoring of enforcement to take place. However, officers would respond to any complaints that they received. If the applicant breached the hours and/or method of construction, they could be subject to a breach of condition notice which in the event of a failure to comply would result in the matter being referred directly to the magistrate's court. The magistrates' court would consider evidence that the offence had occurred and failure to comply with the breach of condition notice in making its decision
- Alleged ownership of the property was not a relevant planning consideration
- The Committee could not take into account any possible future applications that might be submitted by this applicant. Each application needed to be considered on its own merit
- There was no indication as to whether or not the road would be closed during construction. The Highways Section would examine the acceptability of it

Councillors made the following comments:

- It was disappointing to see that there was no requirement for pre-application consultation for this scale of development under Planning Regulations. The developers should be encouraged to consult with neighbours. However, there was no good reason to refuse this application. If any unreasonable disturbance did take place, residents should be encouraged to pursue any complaints through recognised channels
- There seemed to be no legal reason that this application could be refused
- This application put the Committee in a difficult position. There had been problems with a road closure in the Eastville ward. In view of the situation, the application should reluctantly be supported

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

**Resolved (10 for – unanimously by those present) that the application contained in the report be approved subject to the conditions set out in the report.**



## **9. Planning Application Number 18/02968/X - Avon Crescent, Bristol BS1 6XQ**

It was noted that this planning application had been withdrawn at the request of officers and with the agreement of the Spokespersons of the Committee and would be reconsidered at the next meeting to be held at 6pm on Wednesday 7th November 2018.

## **10 Date of Next Meeting**

It was noted that the next meeting was scheduled to be held **at 6pm on Wednesday 7th November 2018 in the Council Chamber, City Hall, College Green, Bristol.**

The meeting ended at 4.05pm

CHAIR



## DEVELOPMENT CONTROL COMMITTEE B

7th November 2018

### REPORT OF THE SERVICE DIRECTOR - PLANNING

#### LIST OF CURRENT APPEALS

##### Householder appeal

Item	Ward	Address, description and appeal type	Date lodged
1	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	24/09/2018
2	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
3	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	08/10/2018
4	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	22/10/2018
5	Westbury-on-Trym & Henleaze	19 Stoke Lane Westbury Bristol BS9 3DP Retention of loft extension. Appeal against refusal Delegated decision	23/10/2018
6	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

7	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
8	Lawrence Hill	30 Eve Road Bristol BS5 0JX Loft conversion & ground floor extension. Appeal against refusal Delegated decision	29/10/2018
9	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

### Informal hearing

Item	Ward	Address, description and appeal type	Date of hearing
10	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
11	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
12	Easton	28 York Road Easton Bristol BS5 6BJ Application for a Certificate of Proposed Development - proposed porch. Appeal against refusal Delegated decision	22/01/2019

## 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	Frome Vale	St Mary's Church Manor Road Fishponds Bristol BS16 2JB Yew - Fell TPO 472. Appeal against refusal Delegated decision	27/04/2018
18	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
19	Horfield	20 Northwick Road Bristol BS7 0UG Proposed bungalow C3 dwelling. Appeal against refusal Delegated decision	18/06/2018
20	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	31/07/2018
21	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	01/08/2018
22	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	01/08/2018
23	Stockwood	1 Atkins Close Bristol BS14 8JS Proposed two storey, self-contained, single dwellinghouse. Appeal against refusal Delegated decision	01/08/2018

24	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
25	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	02/08/2018
26	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
27	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	02/08/2018
28	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	02/08/2018
29	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	02/08/2018
30	Redland	8 & 9 Belvedere Road Bristol BS6 7JG New entrance canopy. Appeal against refusal Delegated decision	20/08/2018



31	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
32	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	20/08/2018
33	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
34	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
35	Lockleaze	17 Melton Crescent Bristol BS7 0LF Extension of the existing building to form 3 x HMO C4 flats. Appeal against refusal Delegated decision	03/09/2018
36	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
37	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
38	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

39	Windmill Hill	154 Marksbury Road Bristol BS3 5LD Retention of single storey building in rear garden. Appeal against refusal Delegated decision	10/09/2018
40	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
41	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
42	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
43	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
44	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
45	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
46	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

47	Easton	112 Robertson Road Bristol BS5 6JW Erection of single residential dwelling. Appeal against refusal Delegated decision	24/09/2018
48	Central	City Point Temple Gate Bristol BS1 6PL LED Digital Smartscreen. Appeal against refusal Delegated decision	03/10/2018
49	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
50	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
51	Filwood	13 Leinster Avenue Bristol BS4 1NH Erection of a two storey, 3-bed detached dwelling. Appeal against refusal Delegated decision	04/10/2018
52	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
53	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
54	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

55	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
56	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
57	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
58	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
59	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
60	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
61	Southmead	21 Shetland Road Bristol BS10 5JT Erection of a detached dwellinghouse. Appeal against refusal Delegated decision	18/10/2018

62	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	26/10/2018
63	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	26/10/2018
64	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	26/10/2018
65	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	26/10/2018
66	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	26/10/2018
67	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	26/10/2018
68	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	26/10/2018

69	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	26/10/2018
70	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	26/10/2018
71	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	26/10/2018
72	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	26/10/2018
73	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	26/10/2018
74	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	26/10/2018
75	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	26/10/2018
76	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

## List of appeal decisions

Item	Ward	Address, description and appeal type	Decision and date decided
77	Knowle	35 Kingshill Road Bristol BS4 2SJ Demolition of outbuildings and erection of a 2 storey, one bed dwelling house. Erection of single storey rear extension to existing property along with other external alterations. Appeal against refusal Delegated decision	Appeal allowed 25/09/2018
78	Knowle	Land At Junction With Redcatch Road St Agnes Avenue Bristol Erection of two storey, 4-bedroomed detached house together with associated parking and amenity space. 3 additional parking spaces retained for use connected with St Elizabeth's. Appeal against non-determination	Appeal allowed 18/09/2018
79	Knowle	Land At Junction With Redcatch Road St Agnes Avenue Bristol Erection of two storey, 4-bedroomed detached house together with associated parking and amenity space. 4 additional parking spaces retained for use connected with St Elizabeth's. Appeal against non-determination	Appeal allowed 18/09/2018
80	Hartcliffe & Witherwood	Merchants Academy Gatehouse Avenue Bristol BS13 9AJ Erection of a 2 form-entry Primary School with Nursery and Autistic Condition Spectrum (ASC) School to be co-located on the site, associated play areas, car parking and drop off area. Demolition of former St Johns Ambulance building to create new access and parking area from Hareclive Road. Appeal against refusal Committee	Appeal withdrawn 27/09/2018
81	Westbury-on-Trym & Henleaze	8 Halsbury Road Bristol BS6 7SR Proposed front roof extension with front dormer. Appeal against refusal Delegated decision	Appeal allowed 26/09/2018
82	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

83	Ashley	111 York Road Montpelier Bristol BS6 5QG Removal of existing conservatory at rear and new extension to create larger conservatory with steps into the garden. Appeal against refusal Delegated decision	Appeal allowed 19/09/2018
84	Ashley	Unit 7 Montpelier Central Station Road Montpelier Bristol BS6 5EE 3no. internally illuminated box signs and 1no. fascia sign running above entrance doors. Appeal against refusal Delegated decision	Appeal dismissed 02/10/2018
85	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
86	Lawrence Hill	Hoarding At Corner Of Lawfords Gate Wade Street Bristol BS2 0DY The advertising display currently exists as a 48 sheet illuminated sequential display. This application relates to the upgrade in the technology used to display the advertising images. Appeal against refusal Delegated decision	Appeal dismissed 24/09/2018
87	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
88	Clifton	Flat B 9-10 Waterloo Street Clifton Bristol BS8 4BT Proposed change of first floor use from flat (Use Class C3) to Financial and Professional Services (Use Class A2), (to be used as part of the ground floor office use). Appeal against refusal Delegated decision	Appeal allowed 28/09/2018
89	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
90	Windmill Hill	3 Haverstock Road Bristol BS4 2DA Retention of rear roof extension. Appeal against refusal Delegated decision	Appeal allowed 18/10/2018



91	Windmill Hill	3 Haverstock Road Bristol BS4 2DA Enforcement appeal Appeal against an enforcement notice	Split decision 18/10/2018
92	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
93	Southmead	7 Lorton Road Bristol BS10 6DG 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 6.0 metres, have a maximum height of 3.0 metres and have eaves that are a maximum height of 3.0 metres. Appeal against refusal Delegated decision	Appeal allowed 26/09/2018
94	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
95	Clifton	The Clarendon Gorse Lane Bristol BS8 1DH Application to vary condition 2 (which lists approved Plans) attached to app.no. 00/03847/F for the erection of a single dwelling house - (Alterations to the as built scheme) Appeal against refusal Delegated decision	Appeal allowed 26/09/2018
96	Bishopston & Ashley Down	11 Beloe Road Bristol BS7 8RB Double storey side extension. Appeal against refusal Delegated decision	Appeal dismissed 15/10/2018
97	Knowle	51 Stoneleigh Road Bristol BS4 2RH Erection of single-storey rear extension. Appeal against refusal Delegated decision	Appeal allowed 23/10/2018
98	Southville	5 Exeter Road Bristol BS3 1LY Ground floor side extension and loft conversion. Appeal against refusal Delegated decision	Appeal dismissed 16/10/2018

99	Avonmouth & Lawrence Weston	68A Dursley Road Bristol BS11 9XF Two storey side extension. Appeal against refusal Delegated decision	Appeal dismissed 09/10/2018
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## DEVELOPMENT CONTROL COMMITTEE B

7th November 2018

### REPORT OF THE SERVICE DIRECTOR - PLANNING

#### LIST OF ENFORCEMENT NOTICES SERVED

Item	Ward	Address, description and enforcement type	Date issued
1	Hartcliffe & Withywood	73 Coleshill Drive Bristol BS13 9QW  first floor opening/Juliet balcony not installed as per the plans approved by planning condition 3 [approved Juliet balcony not installed] of planning permission 16/03020/H. Breach of conditions notice	18/09/2018
2	Lawrence Hill	213 Stapleton Road Easton Bristol BS5 0PD  Alterations and extension to ground floor commercial premises without planning permission. Enforcement notice	26/09/2018

## Development Control Committee B 7 November 2018

### Report of the Service Director - Planning

#### Index

#### Planning Applications

Item	Ward	Officer Recommendation	Application No/Address/Description
1	Brislington West	Grant	18/01549/F - 26 Lodway Road Bristol BS4 2NR Erection of 2 no. two storey houses each with basement, 3 no. bedrooms and 1 no. car parking space at land to the rear of existing property.
2	Central	Refuse	18/00386/F - Land To Rear Of Tec House 6 Marsh Street City Centre Bristol BS1 4AX Development of the site for a three storey building comprising 2 no. Class C3 flats, with ancillary cycle and refuse storage.
3	Avonmouth & Lawrence Weston	Grant subject to Legal Agreement	17/05700/F - Kings Weston Reservoir Tufton Avenue Bristol 33 Dwellings on former reservoir site.
4	Hotwells & Harbourside	Grant	18/02968/X - Avon Crescent Bristol BS1 6XQ Application for variation of a condition No. 15 (List of Approved Plans) following grant of planning permission 16/05853/X.

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## Development Control Committee B – 7 November 2018

ITEM NO. 1

**WARD:** Brislington West      **CONTACT OFFICER:** Emmeline Reynish  
**SITE ADDRESS:** 26 Lodway Road Bristol BS4 2NR

**APPLICATION NO:** 18/01549/F      Full Planning

**DETERMINATION DEADLINE:** 31 July 2018

**Erection of 2 no. two storey houses each with basement, 3 no. bedrooms and 1 no. car parking space at land to the rear of existing property.**

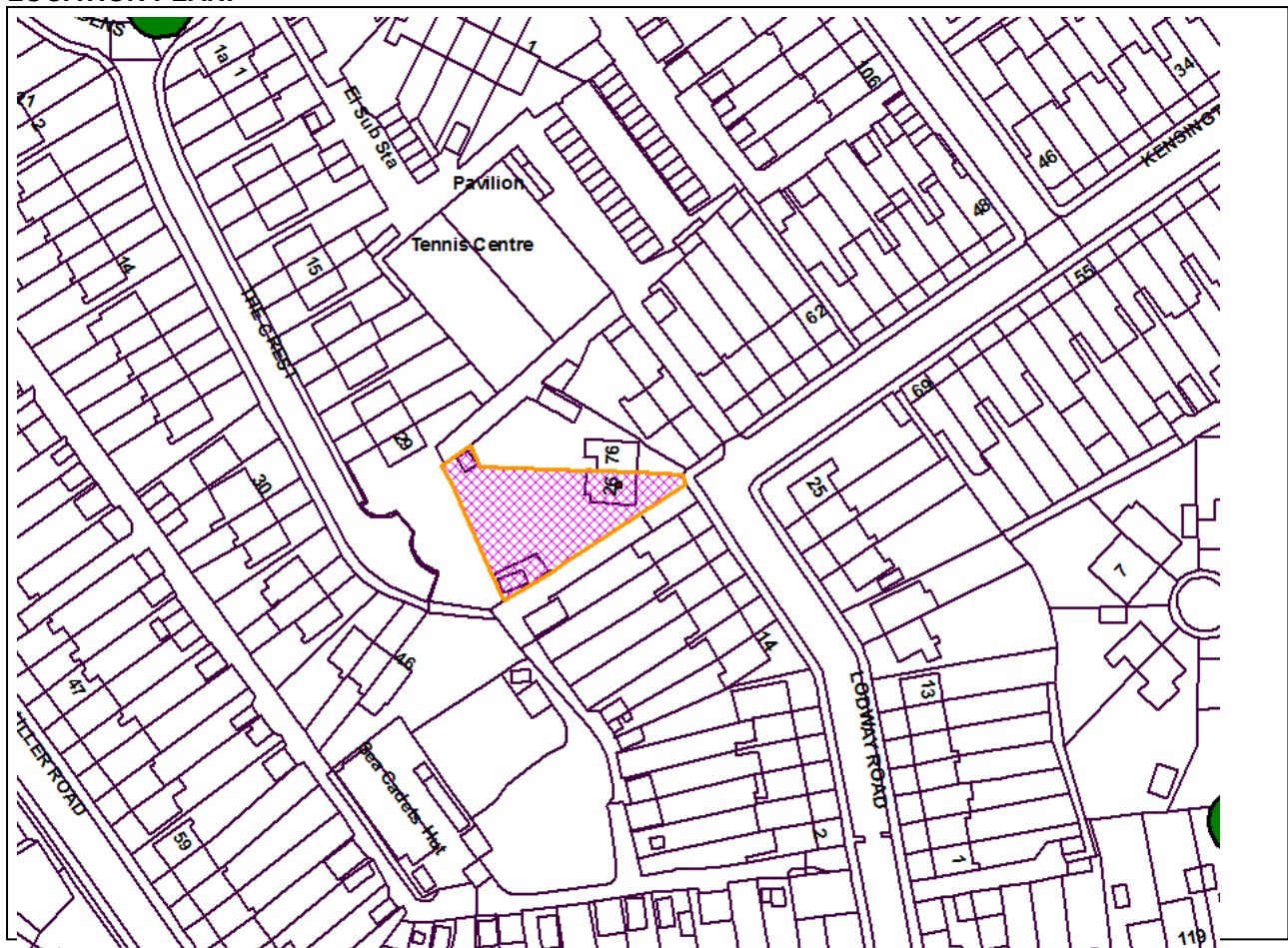
**RECOMMENDATION:** Grant subject to Condition(s)

**AGENT:** Practical Architects Ltd  
S10 Bristol And Exeter House  
Temple Meads  
Bristol  
BS1 6QS

**APPLICANT:** Simon Sparkes & Julie Osborne  
26 Lodway Road  
Brislington  
Bristol  
BS4 2NR

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

### LOCATION PLAN:



**Development Control Committee B – 7 November 2018**  
**Application No. 18/01549/F : 26 Lodway Road Bristol BS4 2NR**

## **SUMMARY**

This application relates to land within the curtilage of the dwelling known as 26 Lodway Road situated in the ward of Brislington West, south Bristol. The site is currently in use as garden land by the occupiers of 26 Lodway Road.

Included within the red line boundary of the application is the existing access lane which runs to the south of the existing dwelling. This has been included given that this is the proposed primary access to the new dwellings and as such works would be carried out in this area. At the bottom of this access lane is a security gate which was installed through the collective action and contribution of neighbouring properties in order to prevent anti-social behaviour which had previously been an issue in this area.

The application seeks full planning permission for the demolition of the existing garage and the erection of 2 no. 2 storey houses each with a basement, 3 no. bedrooms and 1 no. car parking space. The proposed dwellings would be known as numbers 28 and 30 Lodway Road.

The application has been referred to Development Control Committee due to the number of public comments received in relation to the scheme, a total of 28 comments all of which were made in objection to the proposed development. Comments were primarily made relating to concerns over: access, parking, residential amenity and the loss/change to the existing access gate. In light of this consultation has been carried out with both Bristol City Council's Transport Development Management Team and a Crime Prevention Design Advisor from Avon & Somerset Police.

After the submission of revised plans by the applicant which provided further clarity regarding the access arrangements and parking, Transport Development Management is satisfied to recommend approval of the application. The Crime Prevention Design Advisor has raised no objection to the proposed development.

The application would contribute 2 no. dwellings to Bristol City Council's housing targets. It is considered that the careful design and siting of the development serves to mitigate any significant adverse impact on neighbouring residential amenity. Following Transport Development Management's recommendation to approve the application and in light of comments received by Avon & Somerset Police, the Local Planning Authority is satisfied that the proposed transport and access arrangements would be acceptable and would not compromise highway safety.

The application for full planning permission is recommended for approval subject to conditions.

**Development Control Committee B – 7 November 2018**  
**Application No. 18/01549/F : 26 Lodway Road Bristol BS4 2NR**

## **SITE DESCRIPTION**

This application relates to land within the curtilage of the dwelling known as 26 Lodway Road situated in Knowle, south Bristol.

The existing dwelling is a two storey, semi-detached 1930s style dwelling. It is situated on a triangular shape plot at the junction of Lodway Road and Kensington Park Road (a one-way road from north to south) and comprises a total area of approximately 845 square metres.

The existing dwelling benefits from a large rear garden. Due to the topography of the land this is situated on a steep incline with a level change of approximately 6 metres. At the southern corner of the site is an existing garage building.

To the south of the site (at the side elevation of the existing dwelling) runs an un-adopted access lane which continues along the rear elevation of dwellings along Lodway Road. The access leads to a garage associated with number 24 Lodway Road and the rest of the access has become overgrown and as such is inaccessible by vehicle. Additionally, there is a pedestrian access gate which leads up to The Crest situated at the rear of the site.

The access lane is entered via a gate which was installed through collective contributions of neighbouring properties with the help of Avon & Somerset Police. This was installed to discourage anti-social behaviour, littering etc. which was becoming a problem on the lane.

The surrounding area is predominantly residential with some community uses in the vicinity including the Crescent Tennis Club and Knowle Sea Cadets Hall.

Recently consented development in the area includes an application for the erection of 4 no. flats (with off-street parking, bin and cycle storage) on land associated with the dwelling known as 46 The Crest, situated to the rear of application site (ref: 17/01055/F). Given its proximity to the site, this consented development is considered to be a material consideration in the determination of this planning application. As such, the below assessment has been made in consideration of both the current site conditions, and this consented scheme should it be brought forward.

## **RELEVANT PLANNING HISTORY**

16/06963/PREAPP - Sub-division of the garden to provide two new houses and two new flats with separate access, parking, garden and external amenity space.  
CLOSED 24 January 2017

17/04874/F- Erection of two storey building with basement, of 2No. 2 bed maisonettes, 2No. 1 bed flats, 2No. car parking and 8 number bicycle spaces at land to the rear.  
WITHDRAWN 1 November 2017

## **APPLICATION**

This application follows a previously withdrawn application (ref: 17/04874/F) and seeks full planning permission for the erection of 2 no. 3 bedroom dwellinghouses within the existing garden associated with 26 Lodway Road (the applicant's property).

**Development Control Committee B – 7 November 2018**  
**Application No. 18/01549/F : 26 Lodway Road Bristol BS4 2NR**

The dwellings proposed would be known as numbers 28 and 30 Lodway Road respectively. Each proposed dwelling would have 1 no. parking space situated in an off-road location to the east of the dwellings. The site would be partitioned so that each dwelling would have private outdoor amenity space to the rear as well as amenity space being retained for the existing occupiers at 26 Lodway Road.

Storage for refuse and bicycles has been included as part of the proposed development. Refuse storage for both proposed properties would be situated at the end of the access lane and the cycle storage would be in secure cycle sheds at the rear of each garden.

Access to the property would be obtained from the existing access lane off Lodway Road.

The access lane is in shared ownership and as such the applicant is aware that agreements would be required to allow construction on this lane however this falls outside the scope of the planning process.

It should be noted that during determination on this application revised plans were submitted by the applicant making alterations to the proposed access, vehicle tracking, bicycle and refuse storage (1611/DP.200-D, 1611/DP.201-B, 1611/DP.207- B and 1611/DP.211-A).

## **RESPONSE TO PUBLICITY AND COMMENTS**

28 no. public comments have been received in response to this application from 24 no. interested parties, all of which are in objection to the proposed development. The following planning concerns have been raised:

- Concerns about the overdevelopment of the site;
- Concerns related to precedents being set;
- Concerns about overlooking, overbearing and overshadowing to neighbouring properties;
- Concerns related to the amenity of future occupiers;
- Concerns related to parking and access;
- Concerns related to cycle parking and bin storage;
- Concerns related to the impact on green infrastructure and sustainability;
- Concerns related to the scale and design of the development;
- Concerns related to security regarding changes to the gate.

These comments will be addressed in the Key Issues section of this report.

## **RESPONSE FROM INTERNAL CONSULTEES**

### **Arboriculture- No objection**

An Arboricultural Officer from Bristol City Council has been consulted on this application to review the proposals, most specifically the Tree Survey which accompanied the application.

The Officer concluded that given the distance of the trees from the development proposals it would be most appropriate to request a Tree Protection Plan prior to the commencement of development to ensure that the root protection areas of the 4 no. trees on the site, and adjacent to the site would be appropriately protected during any development.



**Development Control Committee B – 7 November 2018**  
**Application No. 18/01549/F : 26 Lodway Road Bristol BS4 2NR**

It has been agreed with the applicant that, should consent be forthcoming, the request for a Tree Protection Plan could be attached as a pre-commencement condition to any consent.

This comment will be addressed further in Key Issue F.

**City Design Group – No objection.**

City Design Group (CDG) has been consulted on the application through weekly 'design surgery' sessions and provided verbal comments.

In terms of the design of the buildings and the use of materials the Urban Design Officer felt that these would be suitably in keeping with the host dwelling. The Officer made no objection to the planning application.

This comment will be addressed further in Key Issue B.

**Transport Development Management – No objection.**

In response to original plans submitted as part of this application, Transport Development Management (TDM) objected to the proposed development on the basis that the tracking plans as submitted did not show the full extent of manoeuvring and the gate access was not wide enough for safe vehicle movements. Additionally, TDM noted that the bin storage proposed would not be appropriate and that no cycle storage had been included on plans.

In response to this, the applicant submitted revised plans to address these concerns. Upon assessment of the revised plans Transport Development Management is satisfied to recommend approval of the application subject to conditions.

This comment will be addressed further in Key Issue E.

**EXTERNAL CONSULTEES**

Crime Prevention Design Advisor - No objection

A Crime Prevention Design Advisor (CPDA) from Avon & Somerset Police has been consulted on this application in relation to concerns raised by members of the public regarding the security of the area, particularly in relation to the existing gated access which would be altered by this application.

The CPDA raised no objection to the principle of development in this area stating that built development in this location would 'increase natural surveillance in and around this area rather than an empty space' and referred the applicant to 'Safe by Design' measures which could be incorporated in to the scheme.

The CPDA is supportive of the fact that gate access to the lane would now remain in situ. There were concerns raised regarding the practicalities of the use of fob access and the installation of electronic gates however it is understood that such measures would have to be agreed between the applicant and those with legal access to the lane and that such discussions regarding the operation of the gate fall outside the scope of the planning process.

This comment is addressed further in Key Issue C.

**Development Control Committee B – 7 November 2018**  
**Application No. 18/01549/F : 26 Lodway Road Bristol BS4 2NR**

## **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. IS THE PRINCIPLE OF THE PROPOSED DEVELOPMENT ACCEPTABLE?**

Policy BCS1 of the Bristol Core Strategy (June 2011) identifies South Bristol as a priority focus area for development and regeneration, and this includes the provision of around 8,000 new homes.

Policy BCS5 of the Bristol Core Strategy sets a target for the delivery of 30,600 new homes within Bristol between 2006 and 2026.

Policy DM21 of the Site Allocations and Development Management Policies (SADMP) (Adopted 2014) specifically relates to the development of garden land. It states that development involving the loss of gardens will not be permitted unless the proposal would represent a more efficient use of land at a location where higher densities are appropriate; or the development would result in a significant improvement to the urban design of an area. In all cases, any development of garden land should not result in harm to the character and appearance of an area.

It is considered that the acceptability of the principle of residential development on this site was established by the previous pre-app response (ref: 16/06963/PREAPP). The pre-app response stated that “the principle of development is acceptable, further information regarding the design, impact on amenity and the relationship to existing buildings should be provided as part of any future application.”

As noted in the previous pre-app response the site is situated in close proximity to Broadwalk, a designated town centre within the Local Plan. It is within walking distance to public transport links and this was sufficient to conclude that the densification of residential use would be acceptable.

Issues related to design will be discussed in more detail in Key Issue B but it is considered that the proposed development in this case would respond appropriately to the character of the area. It should be noted that there is some precedent for built development in this location already by virtue of the existing garage.

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**Application No. 18/01549/F : 26 Lodway Road Bristol BS4 2NR**

In summary, it is considered that the site is suitable for residential development in principle. The proposals would respect policy DM21 and would contribute 2 no. dwellings to the housing targets set out in policies BCS1 and BCS5.

**B. IS THE DESIGN OF THE PROPOSED DEVELOPMENT ACCEPTABLE?**

Policy BCS21 states that new development in Bristol should represent high quality design.

Policy DM27 of the SADMP sets out that ‘the height, scale and massing of development should be appropriate to 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 DM29 states that ‘new buildings should be designed to a high standard of quality’ and should incorporate high quality detail of an appropriate scale and proportion, which contributes positively to the overall design approach of the building. DM29 also refers to materials stating that they should be of high quality, sustainable and should contribute positively to the character of the area.

The proposed development in this case comprises 2 no. 3 bedroom dwellings. The proposed dwellings would be of a ‘townhouse’ style, each with 3 no. storeys.

The principle of the siting of the dwellings has been established by the previous pre-app (16/06963/PREAPP) which although did not provide specific details of design did include a block plan with 2 dwellings in this location and as such no changes to the siting were proposed. The siting was also not raised as a concern under the previously withdrawn application (17/04874/F).

Additionally, it can be considered that a precedent for modern infill developments in this area has been set and as such the built form of the area no longer displays a clear sense of pattern or uniformity. Most recently, an application for the erection of 4 no. flats within the curtilage of the dwelling known as 46 The Crest located to the rear of the current site (ref: 17/01055/F) which was granted full planning permission on 22 March 2018.

It should also be noted that there is not an architectural style which predominates in the area around 26 Lodway Road. The area is diverse and includes 1970s dwellings on The Crest, 1930s semi-detached dwellings on Lodway Road and Victorian terraces along Kensington Park Road as such the proposed development would not disrupt a clearly uniform design. In consultation with City Design Group (CDG) the Urban Design Officer agreed that a modern approach to design in this location would be fitting rather than trying to remain in keeping with the existing 1930s style properties on Lodway Road. It is considered that through the modern townhouse design the dwellings clearly read as contemporary infill development which would be appropriate.

In terms of scale and massing, although three storeys overall, the dwellings proposed have been designed to correspond to the topography of the site. As a result of this, the dwelling to be known as 28 Lodway Road (nearest the existing dwelling) would be situated on slightly lower ground to its neighbour at 30 Lodway Road. Through the creation of basement levels the height of the proposed dwellings is minimised and as such correspond appropriately to existing buildings in the surrounding area including Kensington Park Road, Lodway Road and The Crest. The design of the dwellings and the reduction in overall scale and massing

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**Application No. 18/01549/F : 26 Lodway Road Bristol BS4 2NR**

compared to the previous application (17/04874/F) also serves to minimise the impact on the street scene from Lodway Road. The scale and massing is therefore considered to be acceptable.

Materials proposed include brick masonry walls with hanging tile facades on the front elevation and smooth brown double roman roof tiles. Fenestration has been confined to the side and rear elevations and would be upvc. The Urban Design Officer raised no objection to the use of materials and they are considered to be acceptable.

Following consultation with the Council's Urban Design Officer, no objection has been raised on the design of the proposed development. Overall, the proposed development is considered to respect Bristol City Council policies BCS21, DM27 and DM29.

**C. WOULD THE PROPOSED DEVELOPMENT HARM THE RESIDENTIAL AMENITY OF NEIGHBOURING OCCUPIERS?**

Policy BCS21 in the Bristol Core Strategy advocates that new development should deliver high quality urban design and safeguard the amenity of existing development.

Policy DM29 in the Site Allocations and Development Management Policies requires that existing development achieves acceptable levels of privacy, outlook and daylight.

It is considered overall that the proposed dwellings have been designed in a way which minimises the impact on neighbouring occupiers by exploiting the existing topography of the land and occupying the minimum footprint possible to achieve a balanced level of amenity for both neighbouring occupiers and future occupiers of the site. Each issue relating to neighbouring amenity will now be addressed in turn:

Overlooking

The proposed dwellings have been designed with fenestration confined to the front and rear elevation. This serves to protect potential for overlooking to the existing dwelling at 26 Lodway Road and properties on the western side of The Crest including the consented development adjacent to number 46 The Crest (17/01055/F).

It should be noted that it is proposed to secure the site with 1.5 metre high timber fencing and to retain existing trees which currently screen the majority of the rear of the site. As such due to the site's topography views out of the rear of the site at ground floor level would be unlikely to extend beyond each property's own rear garden. The windows proposed have been designed in such a way that any views out towards the eastern side of The Crest focus on wider views beyond the dwellinghouses and their rear gardens. In terms of number 29 The Crest, Officers are satisfied that the distance between the proposed dwellings (approximately 20 metres) as well as the height of the proposed dwellings (which does not extend beyond the height of 29 The Crest) would suitably limit overlooking potential.

It is acknowledged that due to the proposed fenestration on the front elevation of the proposed dwellings there may be some potential for overlooking to neighbouring gardens along Lodway Road at first floor level. In this case attention should be paid to the site context. The overlooking potential is not considered to be significant and would be primarily confined to the rear sections of rear gardens along Lodway Road and the access lane which is primarily characterised by garage/storage buildings. Plans as submitted demonstrate that the

**Development Control Committee B – 7 November 2018**  
**Application No. 18/01549/F : 26 Lodway Road Bristol BS4 2NR**

nearest upstairs window is more than 21 metres from any windows in the neighbouring properties. In light of this, it is considered that any overlooking would not serve to significantly harm the privacy/amenity of neighbouring occupiers and as such this is not considered to warrant refusal of the application.

### Overbearing

Given the way in which the proposed dwellings have been designed to correspond with the topography of plot, as well as their orientation it is considered that there would not be adverse overbearing to the existing properties on Lodway Road. By building down to a basement level the overall height of the dwellings has been minimised and would not extend above the roof ridge of the dwelling known as 29 The Crest situated to the rear of the site. The dwellings would be situated on lower ground to number 46 The Crest and consented scheme (17/01055/F) and as such there would not be adverse overbearing to these properties.

### Overshadowing

Similarly to the above, the way in which the dwellings have been designed to correspond to the context of the site would serve to limit overshadowing potential.

Your Officers, in response to the previously withdrawn application (17/04874/F), expressed concerns specifically in relation to the potential for overshadowing to the existing dwelling at 26 Lodway Road. The reduced scale and massing of the current proposal has served to mitigate this risk and the applicant has submitted shadow studies to confirm that there would be no impact.

### Security

As noted above the Avon & Somerset Police CPDA has been consulted on this application. Officers of the LPA and the CPDA consider that the introduction of 2 no. dwellings in this location would serve to enhance the safety and security of the existing access and would discourage anti-social behaviour by providing natural surveillance and increasing activity along the access.

In addition to this, the applicant has included gate provision at the end of the access as per the current situation ensuring the gate remains secure. The applicant has confirmed on plans that the gated access would remain accessible to all neighbours who currently have keys to the gate. The exact way in which this access is operating falls outside the scope of the planning process and would be subject to separate agreements made between the applicant and neighbours.

### Summary

On balance, the proposed development is considered to be acceptable in terms of its impact on residential amenity including overshadowing, overbearing, overlooking and security. It is considered to respect policies BCS21 and DM29.

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### **C. WOULD THE PROPOSED DEVELOPMENT CREATE AN ACCEPTABLE LEVEL OF AMENITY FOR FUTURE OCCUPIERS?**

Policy BCS18 states that ‘residential developments should provide sufficient space for everyday activities and to enable flexibility and adaptability by meeting appropriate space standards.’

Policy BCS21 sets out that new development should create a high-quality environment for future occupiers.

The proposed development in this case would create 2 no. 3 bedroom dwellings each providing 90 sq. metres internal habitable floorspace suitable for 4 no. occupants. This meets the minimum nationally described space standards as set out in the ‘Technical housing standards’ document published by the Ministry of Housing, Communities and Local Government and as such is considered to be acceptable.

The site has been divided so that each property (including the existing dwelling) would have private outdoor amenity space. This is considered to be important in this location given that large private garden space is characteristic to homes in this area. This is therefore considered to be acceptable.

Although fenestration is confined to the front and rear elevations and this limits the rooms from being dual aspect it is considered that due to the type of fenestration proposed, which includes full height glazing at ground floor level, an acceptable level of natural light and outlook could be achieved for future occupiers.

In summary, the proposed development is considered to be acceptable in terms of the creating a good standard of amenity for future occupiers in line with policies BCS18 and BSC21.

### **D. WOULD THE PROPOSED DEVELOPMENT SATISFACTORILY ADDRESS TRANSPORT AND MOVEMENT ISSUES?**

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

Policy DM23 states that parking must be safe, secure, accessible and usable.

Appendix 2 of the Site Allocations and Development Management Policies Document (SADMP) sets out both the minimum cycle parking requirements for new development in Bristol, and the maximum car parking provision.

Policy DM32 states that all new residential development must provide sufficient space for the storage of individual recycling and refuse containers to reflect the current collection regime.

The proposed development in this case would include 2 no. off-road parking spaces, 1 no. for each of the dwellings proposed. These parking spaces would be adjacent to the property to be known as 26 Lodway Road. It is also proposed to include cycle storage in secure cycle sheds for each property within the rear gardens. Refuse storage would be located at the

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bottom of the access lane and provide refuse bins and recycling boxes for both the proposed properties.

In light of the access arrangements and parking provision proposed, as well as comments received by neighbours, Transport Development Management (TDM) has been consulted on this application.

In response to original plans submitted as part of this application TDM objected to the proposals on the grounds that the tracking plans submitted were unclear in terms of the extent of manoeuvring and as such TDM was concerned that this would lead to damage to adjacent structures and safety concerns. The Transport Officer also felt the gate access was problematic in terms of allowing vehicular movements in and out of the site, particularly for emergency vehicles. TDM could also not support the bin storage as originally proposed given that the stores included doors opening out on to the highway and the Transport Officer noted that no cycle storage was proposed on plans as originally submitted.

In response to this objection, and after subsequent discussions with TDM, the applicant submitted revised plans. These revised plans provided more detail with regards to vehicle access and visibility splays for vehicles accessing and egressing the site. The access itself was widened to 4.2 metres to allow for safer manoeuvre. Additionally in revised plans the applicant widened the gate access by 1.2 metres to measure 3.7 metres which meets the minimum required width to permit a fire engine to pass through the gate into the site according to the 'Manual for Streets' published by the Department for Transport.

In light of these revisions TDM are satisfied that manoeuvrability and access to and from the site would be acceptable. TDM also acknowledge that application 17/01055/F for new dwellings at 46 The Crest set a precedent for the use of the existing access lane for vehicle movements.

The revisions also serve to satisfy TDM that the level of parking provision proposed would be acceptable. Originally TDM was concerned that reduce manoeuvrability would lead to future occupiers relying on on-street parking which is already at a premium in the surrounding area. In response to revised plans which showed the use car parking spaces would be acceptable in terms of their access TDM agree to the levels of parking as proposed. It should be noted that there is no minimum parking requirement within Bristol City Council policy and the site has been found to be in a sustainable location with good access to other forms of transport e.g. bus routes.

The applicant also included 2 no. secure cycle parking sheds, 1 no. for each of the dwelling's proposed situated within the rear gardens of each site. In response to revised plans TDM is satisfied that the cycle storage proposed would be suitable to accommodate the 2 no. cycles per dwelling required by Appendix 2 of the SADMP.

The refuse storage was amended to show roller shutter doors (avoiding the need for interference with the access) and to specify the amount of bin storage proposed which includes: 2 x 140 litre refuse bin, 2 x 25 litre food recycling bins and 2 x 40 litre dry recycling bins. TDM is satisfied that this meets their requirements. In terms of the management of waste, the applicant confirmed in correspondence that refuse from the dwellings would be collected fortnightly by Bristol Waste and would be collected from the main highway. This has been found to be acceptable by TDM given the refuse areas proximity to the highway. Although the bin storage area would be situated away from the dwellings themselves, the

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distance is less than 30 metres and therefore acceptable in line with Manual for Streets and TDM internal guidance.

After assessment of the revised plans the Transport Officer is satisfied that the revisions would be acceptable and that highway safety would not be compromised as a result of the proposed development. In light of this TDM have withdrawn their original objection and recommend approval of the application.

The application is therefore considered to be acceptable in terms of transport and access, policies BCS10 and DM23 would be respected.

**E. DOES THE APPLICATION GIVE SUFFICIENT CONSIDERATION TO SUSTAINABLE DESIGN AND CONSTRUCTION?**

Policy BCS13 sets out that development should contribute to both mitigating and adapting to climate change, and to meeting targets to reduce carbon dioxide emissions.

Policy BCS14 sets out that development in Bristol should include measures to reduce carbon dioxide emissions from energy use by minimising energy requirements, incorporating renewable energy sources and low-energy carbon sources. Development will be expected to provide sufficient renewable energy generation to reduce carbon dioxide emissions from residual energy use in the buildings by at least 20%.

Policy BCS15 sets out that sustainable design and construction should be integral to new development in Bristol. Consideration of energy efficiency, recycling, flood adaption, material consumption and biodiversity should be included as part of a sustainability or energy statement.

The applicant submitted a full Sustainability Statement and Energy Statement were submitted by the applicant as part of this application detailing the sustainability measures to be included on site.

This confirmed that residual carbon dioxide emissions would be reduced by 21% through the installation of a minimum 0.8kWp Solar Photovoltaic Panel array which would be installed on the south east elevation of each dwelling. This meets the requirements of Policy BCS14 and as such is considered to be acceptable. Should consent for the development be forthcoming, a condition should be added to any permission for additional details to be provided demonstrating the specification, location, dimensions and method of fixing of the proposed photovoltaic panels. The Energy Statement also proposed additional measures to enhance sustainability such as low energy electricity fittings and low-water use appliances.

Within the Sustainability Statement the applicant confirmed that construction would take place on site. In order to ensure that construction is carried out with the minimum disruption to neighbouring occupiers it is proposed to attach a condition to any consent requiring the submission of a Construction Management Plan to be reviewed by the Local Planning Authority prior to any commencement of development.

It is considered that the proposed development gives sufficient consideration to sustainable design and construction and would accord with Policies BCS13-15 (inclusive).



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## **F. WOULD THE IMPACT OF THE DEVELOPMENT ON TREES BE ACCEPTABLE?**

Policy BCS9 sets out that ‘individual green assets should be retained wherever possible and integrated into new development’.

Policy DM15 states that the provision of additional and/or improved management of existing trees will be expected as part of the landscape treatment of new development.

Although there are no trees on the site proposed for removal, given the proximity of neighbouring trees which could be vulnerable to damage the applicant submitted a Tree Survey as part of this application and Bristol City Council’s Arboriculture department has been consulted.

The Tree Officer has raised no objection to the proposed development. Given the distance of trees from the proposed construction area and the quality of the trees on site, the Officer is satisfied that green infrastructure could be appropriately protected through the submission of a Tree Protection plan produced in accordance with BS5837: 2012 which would specify the root protection areas (RPA) of the 4 no. trees on and adjacent to the site and provides a clear specification for protective fencing to be erected at the edge of RPA to suitably protect the trees from construction activity. It has been agreed between the Case Officer and the applicant that the submission of a Tree Protection Plan would be included as a pre-commencement condition on any permission.

In summary, the proposal would be acceptable in terms of its impact on trees. Policies BCS9 and DM15 would be respected.

## **CONCLUSION**

In conclusion, in consideration of the planning balance between delivering quality new homes and ensuring existing development is not harmed Officers of the Local Planning Authority are satisfied that the proposed development in this case would be acceptable.

The proposal represents sustainable development in area which higher densities would be appropriate. In considering the existing character of the area, recently consented development and the existing topography of the land it is considered that the applicant has put forward a scheme which presents good quality design which would not cause significant adverse impact to the amenities of neighbouring occupiers. In working proactively with the Local Planning Authority issues in relation to transport and access have been suitably addressed to the satisfaction of transport officers. It is considered that in the long term the development would serve to enhance the security of the area.

In light of the above assessment it is therefore recommended that this application be approved subject to conditions.

## **CIL**

The CIL liability for this development is £12,133.93

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**RECOMMENDED GRANTED subject to condition(s)**

### **Time Limit for the 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.

#### **2. 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 approved plan/statement shall be adhered to throughout the construction period. The statement shall provide for:

- Hours of operation
- Method of prevention of mud being carried onto highway
- Pedestrian and cyclist protection
- Arrangements for turning vehicles

Reason: In the interests of safe operation of the highway in the lead into development both during the demolition and construction phase of the development

#### **3. Tree Protection Plan**

No work of any kind shall take place on the site until a Tree Protection Plan produced in accordance with BS5837: 2012 Trees in Relation to Design, Demolition and Construction Recommendations is submitted and approved in writing by the Local Planning Authority. The Tree Protection Plan should clearly identify the root protection areas (RPA's) of trees on and in close proximity to the site and details of the specification and position of fencing (and of any other measures to be taken) for the protection of any retained tree from damage before or during the course of development. The development shall subsequently be carried out in accordance with the approved Tree Protection Plan.

Reason: These details are necessary to safeguard existing trees on the site.

#### **4. Photovoltaic panels**

Prior to the commencement of the relevant part of the works hereby approved details relating to the photovoltaic panels (including the exact location, specification, dimensions and method of fixing) shall be submitted to and agreed in writing by the Local Planning Authority.

The approved equipment shall be installed and operational prior to the first occupation of the use which they serve and retained as operational thereafter in perpetuity.

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Reason: To ensure that the development contributes to mitigating and adapting to climate change and to meeting targets to reduce carbon dioxide emissions and to ensure that the external appearance of the building is satisfactory

**5. Implementation/Installation of Refuse Storage and Recycling Facilities – Shown on approved plans**

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, 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.

**6. Completion of Pedestrian/Cyclists Access**

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.

**7. Completion and Maintenance of Car/Vehicle Parking**

No building or use 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.

**8. Completion and Maintenance of Cycle Provision**

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

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

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**9. List of Approved Plans and Drawings**

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

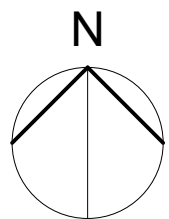
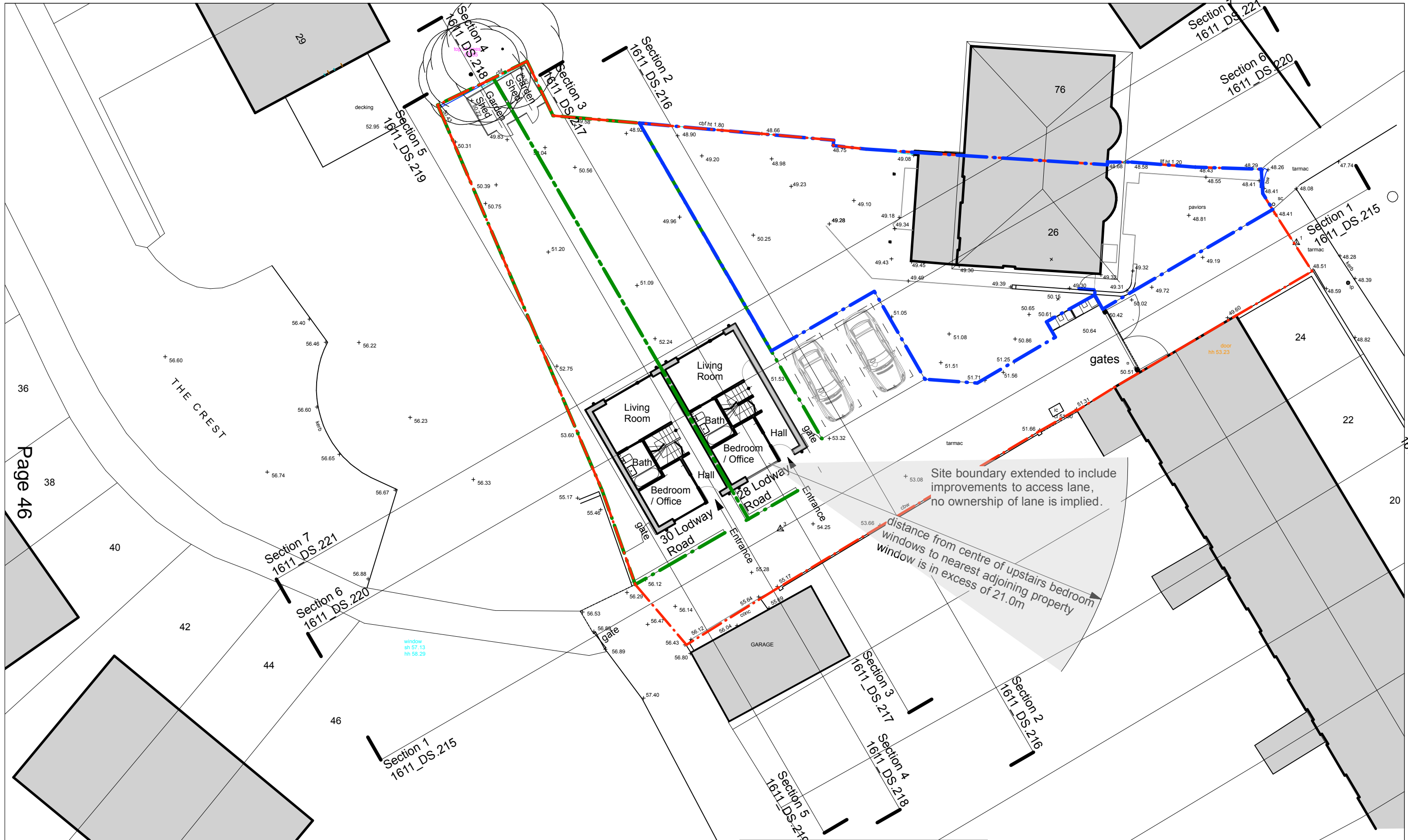
1611/DP.200D – Site Plan, received 1 August 2018  
1611/DP.201B – Tracking Plan – Standard Car, received 1 August 2018  
1611/DP.205A – Drainage Plan, received 22 March 2018  
1611/DP.206A – SUDS Strategy, received 1 August 2018  
1611/DP.207B – Bin Store, received 1 August 2018  
1611/DP.208A – Shadow Study – Spring Equinox, received 22 March 2018  
1611/DP.209A – Shadow Study – Summer Solstice, received 22 March 2018  
1611/DP.210A - Shadow Study – Winter Solstice, received 22 March 2018  
1611/DP.211A - Road Access Vision Splay, received 1 August 2018  
1611/DS.215A – Section 1, received 22 March 2018  
1611/DS.216A - Section 2, received 22 March 2018  
1611/DS.217A - Section 3, received 22 March 2018  
1611/DS.218A – Section 4, received 22 March 2018  
1611/DS.219A – Section 5, received 22 March 2018  
1611/DS.220A – Section 6, received 22 March 2018  
1611/DS.221A – Section 7, received 22 March 2018  
1611/DE.230A – Elevations, received 22 March 2018  
1611/DE.231A - Material Elevation Montage, received 22 March 2018  
1611/DP.250A – Floor Plans, received 22 March 2018  
1611/DP.251A – Floor Plans, received 22 March 2018

Reason: For the avoidance of doubt.

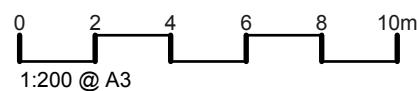
## **Supporting Documents**

### **1. 26 Lodway Road**

1. Site plan
2. Elevations



Total Site area : 845m<sup>2</sup> or 0.00845Ha  
 26 Lodway Road : 305m<sup>2</sup> or, 0.00305Ha  
 28 Lodway Road : 152m<sup>2</sup> or, 0.00152Ha  
 30 Lodway Road : 157m<sup>2</sup> or, 0.00157Ha

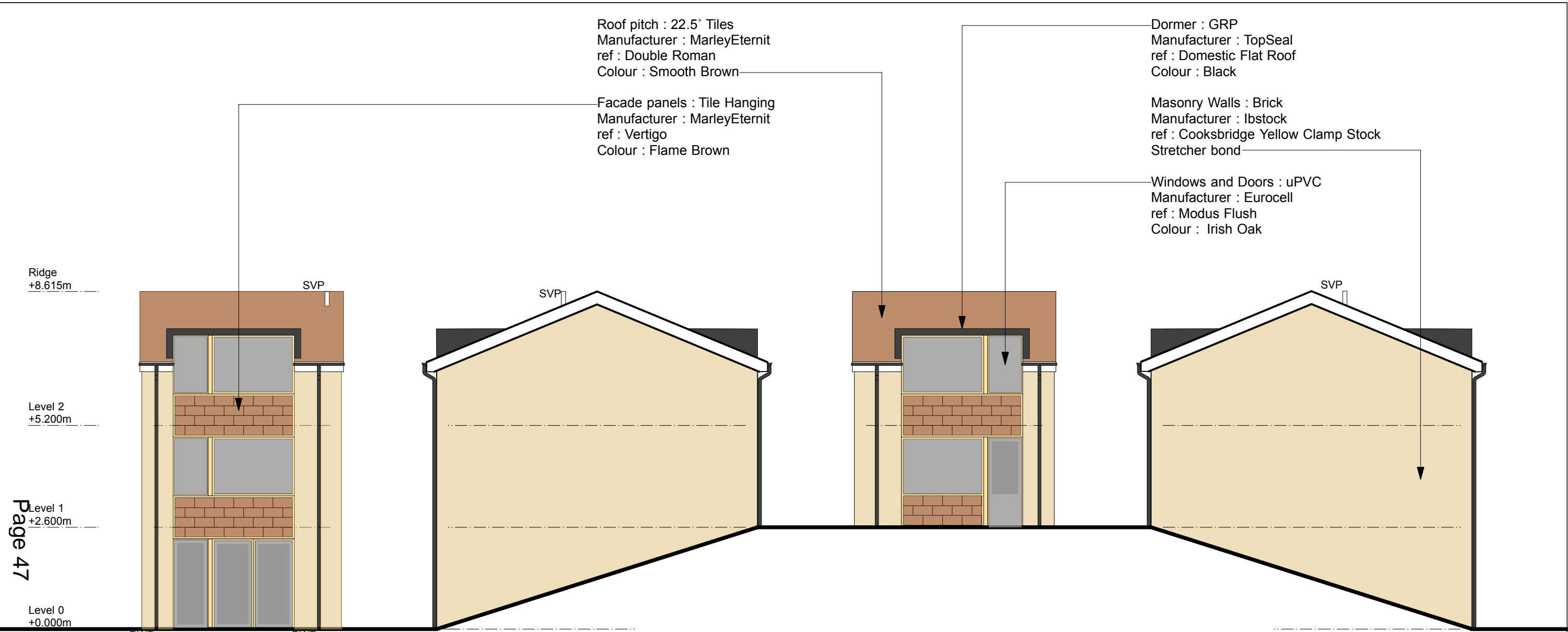


D - Alterations made following TDM comments; Sheds put at bottom of gardens.  
 - 13.07.18  
 C - alternative proposal for submission to planning  
 - 25.01.18  
 B - plot layouts changed  
 - 15.01.18  
 A - house types changed  
 - 09.11.17

practical architects rev: <b>D</b>	Bristol & Exeter House, Lower Approach Road, Bristol BS1 6QS	T: +44(0)117 325 4611 www.practical-architects.net
	Project : 26 Lodway Road Title : Site Plan	Number : 1611 / DP.200 Scale : 1:200 @ A3

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**South East Elevation**  
28 & 30 Lodway Road

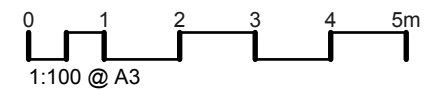
**North East Elevation**  
30 Lodway Road

**North West Elevation**  
28 & 30 Lodway Road

**South West Elevation**  
28 Lodway Road

Page 47

Refer to drawing 1611\_DE.231 for material sample images



A - alternative proposal for submission to planning - 25.01.18

<b>practical</b> <b>architects</b>	Bristol & Exeter House, Lower Approach Road, Bristol BS1 6QS		T: +44(0)117 325 4611 <a href="http://www.practical-architects.net">www.practical-architects.net</a>
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rev: <b>A</b>	Title : Elevations		Scale : 1:100 @ A3    Drawn : CB
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**Development Control Committee B – 7 November 2018**  
**Application No. 18/00386/F : Land To Rear Of Tec House 6 Marsh Street City Centre Bristol**  
**BS1 4AX**

## PROCEDURAL NOTE

This application has been referred by Councillor Smith, who wished the application to be determined by committee if the officer recommendation was for refusal. Councillor Smith's reason is as follows:

"This development is consistent with the new urban living SPD making good use of a backland site to produce permanent homes in the city centre."

Note: At the time of writing and at the time that Councillor Smith referred the application, the Council's Urban Living Supplementary Planning Document (SPD) was emerging. At the time of writing, it was expected that the SPD would be adopted on 6 November 2018, which would be immediately before the application was to be determined by committee.

## SUMMARY

The applicant proposes a three storey building containing two new flats in the city centre of Bristol. There is strong national and local policy support for new residential development. However, policy is also very clear that new development should create good quality homes and should not harm the existing living conditions of neighbours.

Officers consider that the proposed design would result in dark flats with a poor outlook in an unattractive (and potentially insecure) backland location. Furthermore, the proposed building would unacceptably block the outlook of neighbours. The site lies in a flood zone. However, the Environment Agency has withdrawn its objection and there are no objections from the council's Civil Protection Officer, so it would not be reasonable to refuse on flood risk grounds. Other concerns have been overcome or could be controlled via planning conditions.

In summary, despite the policy support for housing, the application is recommended for refusal due to: the unacceptable living conditions for future occupiers; and the unacceptable impacts on the neighbouring amenity.

## SITE DESCRIPTION

The application site is land to the rear of Tec House, 6 Marsh Street. This is a backland site enclosed on four sides by the following:

- Tec House: (unimplemented permission for ground floor restaurant (11/02423/F), with occupied residential flats on the first, second and third floors (four storeys in total);
- Central Quay North: residential flats (five storeys);
- Broad Quay: cafés and restaurants facing onto the Harbourside area with some residential flats above (three to four storey buildings);
- Baldwin Street: offices (four storeys).

The site is located within Flood Zone 2 and the City and Queen Square Conservation area.

The site is accessed from Marsh Street via a metal gate and an undercroft. It lies above the basement of Tec House. The owners/ occupiers of Tec House also have a right of access over part of the site and have permission for a bin store within the site. There are also rear accesses from the buildings on Broad Quay and the businesses occupying these buildings have bin stores fronting onto the site. There is also a bin store associated with Central Quay House by the Marsh Street entrance to the site.

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Maps from 1828 and 1900s show that part of the site contained buildings in the past. Images from Google Earth show that in 2005 there was some ground level built form on the site, which appeared to be a roof to the cellar below. In 2006 the site was used for parking. In 2007 there were some temporary buildings on the site, which may have been a site office for the development of Central Quay North. The site is currently vacant, although contains the access routes described above.

**PROPOSED DEVELOPMENT**

The application proposes a building to include two flats over three floors (planning use class C3):

- Flat 1: Ground floor, including a kitchen/ diner (25 sq m), bedroom (12 sq m) bathroom (5 sq m) and utility room (12 sq m).
- Flat 2: First and second floor split level flat, including kitchen/ diner/ lounge (49.5 sq m), utility room (12 sq m), 2no bathrooms (5 sq m each) and 2no bedrooms (24 sq m and 11 sq m).

Also proposed is:

- Bin store
- Cycle store
- Landscaping scheme, including a tree, green walls, hard paving and seating to act as an amenity space.

Following officer concerns, during the lifetime of the application, the applicant made revisions to the proposals. The main changes are as follows:

- Reduction from three flats to two, including a redesign of the building to step away from southern and eastern elevations (NB - height of the building was not reduced).
- Raising of the ground floor finished floor level and addition of flood resistance measures.
- Introduction of landscaping scheme.
- Relocation of bicycle storage from external to internal.
- Relocation of building front door and addition of an overhang.

**RELEVANT PLANNING HISTORY**

16/03514/F - Development of the site for a three storey student accommodation block comprising 3 no flats, with ancillary cycle and refuse storage.

Withdrawn following officer concerns - 26 October 2016

11/02423/F - Construction of new 3rd floor and rear ground floor extensions. Change of use from B1 offices to ground floor/basement restaurant (A3 use) and 6 residential flats at 1st, 2nd and 3rd floor.

Refused by the Local Planning Authority (15 August 2011). The application was subsequently approved subject to conditions by appeal (30 May 2012) reference APP/20116/A/12/2170122. That application referred to Tec House. The current application refers to land to the rear of Tec House.

**Development Control Committee B – 7 November 2018**  
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**BS1 4AX**

RESPONSE TO PUBLICITY AND CONSULTATION

**a) External responses**

**i) Objections/ concerns**

Three objections from members of the public were received. These are summarised as follows:

- The proposal will create a poor quality living environment for future occupiers, by building in a confined space with little natural light.
- The proposal will harm the amenity of neighbours, by affecting existing light levels and outlook. It will result in noise.
- There will also be noise from construction.

**Bristol Civic Society** and the **Conservation Advisory Panel** objected to the proposals. Their responses are as follows:

"**Bristol Civic Society** acknowledges that this site does nothing for the Conservation Area in its present state. However, the Society is not convinced that it can be developed to provide a satisfactory residential environment for future residents. The site is surrounded by buildings some of which are considerably higher than the proposed building. The present proposal would have a number of rooms situated in close proximity to some of these buildings which would overshadow them and reduce the quality of light they enjoyed. There is little or no potential for satisfactory amenity space and none shown in this proposal."

"**The [Conservation Advisory] Panel** considered that this land-locked site had been severely compromised by the extent that recent buildings on neighbouring plots had extended into the centre of the enclosed area, and also by their height. This restricted the possibilities for developments which included accommodation of any nature.

The proposed building was not an appropriate solution for this enclosed and constrained site and would have a negative impact on the amenity of surrounding buildings, and therefore also harm the Conservation Area.

A building with a different configuration or for a different use may be acceptable."

**The Crime Prevention Design Advisor** from the Avon and Somerset Police raised concerns about crime and security. Comments are summarised as follows:

- The entrance into site is through a narrow opening 1.5 metre in width and does not allow a view along its length and lacks natural surveillance. This is further compounded because entry is via a covered area, which does lend itself to inappropriate gatherings and anti-social behaviour. [Note: following amendments, the Police stated that whilst the front door has been relocated, the overall site entrance is still narrow with very little natural surveillance].
- The site itself lacks overall natural surveillance which can result in crime and anti-social behaviour.
- There also appears to be two existing exit routes which do increase permeability. Too much permeability of a development makes controlling crime very difficult, as it allows easy intrusion around the development by potential offenders. All planned routes should be needed, well used by generating adequate footfall at all times, well overlooked and well integrated.
- There is bike/bin storage provided for the restaurant, this will allow people, who are not residents, to enter the site. People expect to see strangers in public space, so there is a natural tendency to ignore them, providing the offender with the anonymity, and the opportunity to commit offences.

**Development Control Committee B – 7 November 2018**  
**Application No. 18/00386/F : Land To Rear Of Tec House 6 Marsh Street City Centre Bristol**  
**BS1 4AX**

- Due to the comments above I feel that this application does not meet the safety and security requirements of the National Planning Policy Framework or the Bristol Core Strategy.

**The Environment Agency** initially objected to the proposals (22.08.2018):

"Environment Agency Position

We object to the proposed development on flood risk grounds as it has not been demonstrated that the site can be made safe over its lifetime taking into account the predicted impacts of climate change.

In the first instance is for the local planning authority to determine whether or not there are other sites available at lower flood risk as required by the Sequential Test in the National Planning Policy Framework.

The proposed development is located in Fluvial and Tidal Flood Zone 2. We would classify the site as 'More Vulnerable' as it is to be used for C3 residential use, and thus a 100 year design life must be considered. This is in accordance with national planning policy and associated planning practice guidance.

We object to self-contained dwellings on the ground floor with no access to a safe refuge on an upper floor. Consideration should be given to maisonette style flats or moving residential accommodation to the first floor and above with less vulnerable uses on the ground floor.

It is important to note that whilst Bristol City Council is currently developing a River Avon Tidal Flood Risk Management Strategy, there is not yet certainty of delivery and the development is not protected to an appropriate standard for the lifetime of development. Even with defences in place, there will remain a residual flood risk.

The application as submitted is contrary to paragraphs 155 and 163 of the revised National Planning Policy Framework and policy BCS16 of the adopted Bristol City Council Core Strategy constituting inappropriate development in an area of fluvial and tidal flood risk.

It may be possible for the applicant/agent to overcome our objection by submitting information which addresses the above issues to our satisfaction."

***Following the submission of amended plans, the Environment Agency removed their objection*** and recommended conditions should the application be approved. The Environment Agency's final comments can be read in full on line. The final comments also include the following statement:

"Prior to deciding this application we recommend that due consideration by the Local Planning Authority and/or applicant as appropriate is given to the issues below and consultation be undertaken with the relevant experts where necessary:

- The provision of an emergency flood plan.
- Details and adequacy of an emergency plan
- Adequacy of rescue or evacuation arrangements including disabled access to refuge area
- Whether insurance can be gained or not"

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**Bristol City Council's Civil Protection Officer** made the following comments:

"I have no objections assuming the raised floor and flood protection measures are provided as described. There would still be concern that the ground floor occupant might become stranded, even if sat on the roof. The FEP would have to include details of warning cascade with evacuation as the first option."

**Bristol Waste** raised concerns about refuse collection and their comments are summarised as follows:

- The initial application does not contain the type and quantity of bins to conform with guidance [note: amended plans were submitted showing revised bin types and quantities].
- It is unclear where bins will be presented on the day of collection. There is currently very limited access.

**Wales and West Utilities** had no objection, but advised the applicant contact them to ensure that their assets were not built over.

**The Coal Authority** had no objection, subject to recommendations set out in the applicant's risk assessment being followed.

**ii) Support for the proposals**

Five representations of support were received. These are summarised as follows:

- The proposals are a good use of a vacant site.
- The proposals will improve the appearance of the site and would encourage it to be better maintained.
- The proposed housing is welcomed and will add to the vibrancy of the area.
- The proposals would stop trespassers, intruders, drug dealers and drug-users from entering the site [officer note: the Crime Prevention Design Advisor has stated that there are no records of drug-related crime at the site, although this does not mean that drug-crime does not occur at the site].

**b) Internal representations**

**The Urban Design Officer** commented as follows:

"Having reviewed the information submitted in support of application 18/00386/F 6 Marsh Street, it is considered the scheme has not overcome the issues raised previously. To expand on the points raised in my previous comments [ref:16/03514/F] there are particular concerns with regard to the principle of developing the site for residential use, quality and natural legibility of access and the resultant living environment for future residents.

While the site history suggests the area has previously been developed, the extent of this appears to be restricted to temporary use or covered basement area. As such the assessment is made of how the site currently functions and relates to existing development, which serves as an internal space, enclosed by surrounding perimeter development. While access is not permitted to residents, the area still performs a visual amenity function.

Notwithstanding this, the constraints of the site results in a compromised living environment with regard to outlook, daylight and sunlight access. The Daylight and Sunlight report is noted, and while it is acknowledged that the proposed development does exceed some BRE standards in some

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areas, there are several rooms which fall below acceptable levels in the guidance (some by a substantial amount) The assessment of daylight levels to specific room functions also serves to limit the future adaptability and flexibility of the development as well as increasing reliance on artificial lighting. In terms of outlook, there are also a number of rooms which are served only by roof lights.

The links between access to direct sunlight, adequate levels of daylight and outlook to the health and wellbeing of residents is well documented (as explored in the emerging Urban Living SPD and associated Quality Standards). While concessions have and are made with regard to outlook and daylighting, these are generally limited to the conversion of existing and historic buildings; to allow these conditions in a new build development is not justified.

As previously commented, there are concerns with regard to the quality and natural legibility of access to the development. The revised scheme is not considered to have overcome this issue and as such the development in this area is considered to create an ambiguous situation as to the public or private nature of the space.

Therefore, while the scheme demonstrates a response to the immediate context and constraints of the site, the outcome of this process is not considered to benefit the urban design of the area or provide a satisfactory living environment for new residents. The proposal cannot be supported as it is contrary to policy DM27, DM28 and DM29.

As such the site is not considered suitable for residential development; instead reinstatement of the basement area to be used ancillary to surrounding commercial use may be more appropriate."

The Urban Design Officer's comments on the previously withdrawn application are referenced above and remain relevant. These are set out below:

#### "The Proposal

The site proposes to develop an area to the rear of 6 Marsh Street to provide student accommodation. The proposal covers the majority of the footprint of the courtyard area. Given the dense nature of this urban block, the open courtyard provides an important source for daylight and some outlook to neighbouring residential units.

There are a number of principle concerns related to the suitability of the site to provide proposed residential (student) use as set out below:

#### Access

- The understated access provided via a narrow, covered alleyway is not legible as a main entrance to residential units.
- There are also concerns over the sense of and actual security of site.

#### Layout

- Developing the courtyard undermines the purpose for which this area was left open in developing the urban perimeter block.
- The courtyard location compromises the outlook and daylight to existing residential units, and provides an unsatisfactory living environment for new residents (students).
- The scheme does not provide amenity space.
- Development in this area is considered to create an ambiguous situation as to the public or private nature of the space. E.g. currently ancillary service areas for Tech house and rear elevations of the surrounding block, which is considered to be a private area.

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Form

- The design and form of the building clearly responds to the immediate context and constraints of the site. However, in doing so is considered to provide an unsatisfactory living environment for new residents.

Conclusions/Recommendations

While the proposed scheme demonstrates a response to the immediate context and constraints of the site, the outcome of this process is not considered to benefit the urban design of area or provide a satisfactory living environment for new residents.

As such, the suitability of the site to provide residential/ student accommodation is questioned.

As set out above the proposal cannot be supported as it is contrary to policy DM27, DM28 and DM29."

**The Arboricultural officer** advised that the proposed site was an unsuitable location for the proposed tree (verbal comments).

**The Land Contamination officer's** comments are summarised as follows:

- The proposed development is sensitive to contamination and is situated on or adjacent to land which has been subject to land uses which could be a potential source of contamination. Historically uses in this area varied from depots to wallpaper manufacturers and brewers.
- No objection subject to conditions.

**The Flood Risk Officer's** comments are summarised as follows:

- Standing advice applies for the drainage strategy and regarding surface water management.
- The Environment Agency will provide advice regarding the main river flood risk.

**The Pollution Control officer's** comments are summarised as follows:

- The acoustic report is acceptable.
- No objection subject to conditions.

**The Sustainability Officer** asked for more information on how overshadowing of the proposed photovoltaic panels had been calculated. Following a response from the applicant, the sustainability officer raised no objections.

**The Transport Development Management Officer's** initial comments are summarised as follows:

TDM have assessed the proposal submitted and have no objection to the principle of three flats in a City Centre location subject to detail; to which TDM require the following amendments:

- Policy compliant cycle storage.
- Submission of a Waste Strategy.
- Re locate the bin store to achieve the 1.5m access.

Following the submission of amended plans, the Transport Development Management Officer commented as follows:

"Transport Development Management (TDM), have re assessed the revised plans submitted for Tec House. TDM appreciate the access routes either side to the proposed property are constrained in terms of width, and that the applicant has utilised all the space they have compared to the

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original plan; therefore Transport Development Management are satisfied to recommend approval subject to the bin and bike doors being widened."

## RELEVANT POLICIES

City and Queen Square Conservation Area Character Appraisal

Planning (Listed Buildings & Conservation Areas) Act 1990

National Planning Policy Framework – July 2018

Bristol Local Plan comprising Core Strategy (Adopted June 2011), Site Allocation 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 2015.

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

### 1. Principle of development

The application proposes residential accommodation in Bristol City Centre. This is supported in principle by policies BCS2, BCS5 and BCAP1. Policy BCS18 states that all new residential development should maintain, provide or contribute to a mix of housing tenures, types and sizes to support the creation of mixed, balanced and inclusive communities.

Overall, the principle of development is considered acceptable, insofar as new housing is supported in the city centre, should all other policy matters be adequately addressed. However, as set out below, there are serious officer concerns regarding design and amenity, which have led to the recommendation for refusal.

### 2. Design

Both the external and internal design of the site has an impact on the living environment for future owners and occupiers. The external design is discussed in this key issue, and the key issue below sets out the officer assessment relating to the internal living conditions for future occupiers.

Section 12 of the NPPF and local plan policy BCS21 require good quality urban design. Policy DM26 states that backland development should be subservient to surrounding frontage buildings. The proposals do achieve subservience in this respect. Policies DM27, DM28 and DM29 set out the required criteria for achieving the successful layout and form of buildings, public realm, and design of new buildings. Some policy points relating to the external parts of the proposed design are set out below:

- Spaces should not compromise the security of the development.
- There should be direct, clear, safe and attractive links to existing routes.
- The public and private realm should be clearly defined and secured.
- There should be distinct public fronts and private backs.
- There should be active frontages to the public realm.
- Crime and fear of crime should be minimised.
- Entrances should be clearly defined.
- Landscape design proposals should be high quality, using appropriate species and planting that are fit for purpose.



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Furthermore, Bristol City Council has recently consulted on the "Urban Living" Supplementary Planning Document (SPD). At the time of writing the SPD had not been adopted, but was due to be adopted on 6 November. During the assessment of the application the emerging draft did carry some weight in the planning process. It states that development will need to make the most efficient use of land and that this will mean "developing densities above those of the surrounding area on most sites". However, it also sets out that new residential development should create good quality places to live.

The emerging SPD sets out some questions which act as guidance for proposed residential development. The SPD sets out that these are relevant to developments of 10+ units. However, it is considered that they are useful guiding principles for smaller developments such as this one as well.

- Q2.1 Does the scheme make building entrances and shared internal spaces welcoming, attractive and easy to use?
- Q2.2 Does the scheme provide practical, attractive and easily accessible communal amenity space that meets the needs of its target resident profile?

Some key concerns with relation to the above policy and the emerging SPD are set out below:

a) Site entrance

The overall entrance to the site from Marsh Street is through an existing pedestrian gate and undercroft. The gate is set back and the undercroft appears dark and enclosed. The entrance is narrow and does not allow a view along its length. This is not considered to be a legible entrance to the site. In response to officer concerns about the site access, the applicant has relocated the front door of the proposed building so as to be more visible through the gate and from the street. An overhang has also been added to further define the entrance. This improvement is acknowledged, but the overall entrance to the site remains poorly defined and is not considered legible.

b) Distinction between public and private space.

As set out above, the owners and occupiers of surrounding buildings have access to the site and through the site along the south side. The businesses on Broad Quay store their bins to the rear of the Broad Quay buildings, facing onto the site. There are rear entrances from these Broad Quay buildings. As a result, the site is very permeable and the distinction between its public and private function appears unclear. As set out by the Crime Prevention Design Advisor, too much permeability makes controlling crime very difficult. Residents would expect to see strangers on the site, associated with the Broad Quay buildings, providing intruders with anonymity and the opportunity to commit offences. Whilst there is a lockable gate on site, tailgating is difficult to avoid in practice.

The applicant has sought to address the concerns about the ambiguous nature of the space by submitting landscaping proposals. A variety of hard surfacing treatments are proposed to delineate the existing access route and to define an area of private amenity space to be used by future residents. However, it is not considered that this would deter intruders or provide a practical distinction to the extent that would overcome officer concerns.

Overall, the proposals do not comply with the policy set out above, and the development will not create a safe or attractive environment for future owners and occupiers.

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With regards to heritage, the site is situated in the City and Queen Square Conservation Area. Hence, the impacts of the proposals on the Conservation Area must be considered. Given the backland nature of the site and the limited degree to which it will be seen from the street, it is not considered the proposals would result in any harm to the character and appearance of the conservation area. In making this assessment, officers have considered the requirements of section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, Section 16 of the NPPF and relevant Local Plan policy, including BCS22 and DM31.

**4. Neighbouring amenity**

Policy BCS21 states that new development should safeguard the amenity of existing development. Policies DM27 and DM29 state that new development should achieve appropriate levels of privacy, outlook and daylight.

The proposed development is enclosed on four sides. The offices on Baldwin Street have rear-facing windows, but these are relatively high level and there are no concerns about the impact on their amenity. Neither is there concern about the Broad Street buildings to the west; these buildings are either businesses, or flats that are sufficiently removed from the proposals so as to be unaffected. The ground floor of Tec House (with an unimplemented permission for a restaurant) to the east does not have any ground floor windows, so this is not of concern. However, there are serious concerns about the impact on the amenity on the residents of the flats in the Tec House upper floors and in Central Quay North.

It is worth noting that the applicant has drawn attention to the fact that the site has been previously developed. As set out above, there was development on the site in the 1800 and 1900s. The site has been used as a basement roof, car park and temporary site office until the construction of Central Quay North in 2007. Regardless of these past uses, the site currently functions as an internal space enclosed by surrounding perimeter development and thus has a visual amenity function. The unimplemented permission for the single storey extension to the ground floor restaurant in Tec House is not considered to affect the function of the existing space to a significant degree.

With the above in mind, officer concerns with regards to impact on neighbouring amenity are set out below.

**a) Daylight and sunlight**

The applicant has submitted a daylight and sunlight report. This analyses the effect of the proposed development on the daylight and sunlight amenity of neighbours. It follows the guidance set out in the Building Research Establishment's (BRE's) "Site layout planning for daylight and sunlight: A guide to good practice" (Second edition, 2011). This is accepted guidance. It uses a number of tests: vertical sky component (how much sky can be seen from a window), annual probable sunlight hours and daylight distribution. Following the raising of the proposed building in order to address flood risk concerns, the applicant advised that they had re-run the daylight and sunlight modelling that underpins their daylight and sunlight report. The applicant advised that there was no change compared to the report originally submitted. The assessment below is made on the basis of the original report submitted.

The report shows with the exception of one room, loss of daylight and sunlight to neighbours either would not occur, or would be within the parameters of acceptability as defined by the guidance. However, it is worth noting that despite this, the first floor rooms of Tec House (study, living room/ kitchen/ diner (LKD) and bedroom) would all experience some reduction in the amount of sky that

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they could see (i.e. the vertical sky component of the test). One LKD room would fall slightly below the acceptable reduction, as defined by the guidance.

Overall, given that the BRE guidance is accepted by the council, officers do not consider that there are grounds to refuse on daylight and sunlight loss to neighbours alone.

b) Overlooking and loss of privacy

Following revisions by the applicant, the largest windows serving proposed habitable rooms have all been located on the proposed west elevation, facing the rear entrances and bin storage areas of Broad Quay. Remaining windows, for example those serving the two east-facing "utility rooms" and one east-facing bedroom, would be obscurely glazed. Overlooking and loss of privacy is therefore not of concern.

The outdoor flood refuge area would lead to overlooking and loss of privacy if it were used as an amenity area. However, use of this area as an amenity area could be controlled via a planning condition.

c) Overbearing and loss of outlook

Despite revisions by the applicant, this issue is of serious concern.

Separation distances between the rear-facing rooms of Tec House and the proposed development would be between 2.5-4.5m on the first floor and 2.6-4.5m on the second floor. Separation distances between the windows of Central Quay North and the proposed development would be 3m at first floor level and 5.8m at second floor level. These existing rooms include bedrooms and LKDs. The rooms are single aspect. These rooms currently have an outlook onto the internal courtyard, which is not as attractive as it could potentially be. However, is nevertheless valuable, particularly given the rooms are single aspect. The proposed development would result in unacceptable loss of outlook (as highlighted by an objecting neighbour), and harmful overbearing to the surrounding occupiers of Tec House and Central Quay North, particularly those residents on the first floors. The introduction of a stepped building design has mitigated the impact to some extent, but the harm remains, particularly to the existing first floor flats. The raising of the proposed floor levels to resolve flood risk issues adds to the issue.

For these reasons, the proposed development is considered to result in unacceptable harm to the amenity of neighbours. This is one of the reasons why the application is recommended for refusal.

d) Noise and disturbance

Concern has been raised about noise and disturbance to neighbours. Noise from construction could be controlled via the submission of a construction management plan. Noise from the day-to-day use of the proposed development, including the proposed amenity area is not considered to be any more harmful than noise emanating from the existing use of the site as a thoroughfare to the surrounding buildings.

**5. Living conditions for future occupiers**

Policy BCS21 states that new development should create a high quality environment for future occupiers. Policies DM27 and DM29 state that new development should create appropriate levels of privacy, outlook and daylight. Policy DM29 states that appropriate amenity space and landscape design proposals should be incorporated into new development.

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The emerging SPD, whilst recognising the need for denser development, sets out guiding questions, such as the following. Again, these are focussed on developments of 10+ units, but are useful guidance for smaller developments such as this one.

- Q2.4 Does the scheme create attractive, well designed and well maintained private outdoor spaces?
- Q2.8 Does the scheme maximise opportunities for daylight and sunlight of internal spaces; avoiding single aspect homes?

Officers have serious concerns about the proposed living conditions for future occupiers, as set out below:

a) Daylight and sunlight

As stated above, the applicant has submitted a daylight and sunlight report. This describes and evaluates the expected daylight and sunlight levels to be experienced by future occupiers. It uses two of the tests referred to above: Average Daylight Factor and Annual Probability Sunlight Hours.

The ground floor living room/kitchen/diner and bedroom fails both these tests. The first and second floor windows pass the first test, but fail the second, with the exception of one window. The final paragraph of the report states:

"The nature of the confined site will restrict the daylight and sunlight amenity to any scheme. However, the scheme architect has sought to optimise the amount of natural light by maximising the amount of glazing and positioning the main rooms so that the windows have least obstruction."

The attempts of the applicant to improve the scheme are acknowledged. However, the lack of natural light is not considered acceptable.

It is worth noting that the proposed tree, whilst considered unsuitable for the reasons set out in d) below, would only serve to overshadow the proposed windows yet further.

b) Outlook

Many of the proposed rooms are single aspect. Some larger living spaces have more than one window, although all face the same way. Some rooms have rooflights. The main outlook of the rooms in both flats would be towards the rear façade of Broad Quay. This is not considered a good quality outlook. Separation distances would be very low (2.2m at the lowest point) and future residents would be looking out onto fire escapes, bin stores, air conditioning units and other paraphernalia associated with the restaurant and café uses. The applicant has attempted to improve the outlook via a proposed landscaping scheme. However, this is not considered to overcome officer concerns (see d) below). One second floor bedroom window is obscurely-glazed and whilst a bedroom is not considered a main living space, when taken in conjunction with the rest of the poor quality outlook, this is not considered acceptable.

c) Privacy

The majority of the larger windows are located on the west elevation, facing the rear façade of Broad Quay. These windows serve living room/ kitchen/ diners and bedrooms. Overlooking between residential properties has been mitigated, due to the reconfiguration of windows and the introduction of obscure glazing. Individuals working in the Broad Quay restaurants and cafes would be able to see into the proposed ground floor windows in passing, although window-to-window overlooking would not be of concern. Overall, the levels of privacy are not ideal, but are not considered a reason to refuse the application.

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d) Amenity space and landscaping

In response to officer concerns about the living conditions for future occupiers, the applicant has produced a landscaping scheme. This includes, hard landscaping (such as surfacing), an amenity area including seating, a tree and green walls and roofs.

The arboricultural officer has advised that in such an overshadowed space, any proposed tree will be very unlikely to thrive and grow. In the event of its survival, the tree would further block light to the proposed windows. The Bristol City Council urban design officer has both advised that the overshadowed nature of the site renders it unsuitable for a green wall, even with maintenance. The applicant has proposed seating as part of a communal outdoor amenity area for residents. However, given the confined nature of the proposed space, in close proximity to the rear of the Broad Quay restaurants and cafes, it is not considered that the proposed amenity space would be a good quality or attractive environment for future residents.

In summary, whilst the efforts to improve the outdoor space are acknowledged, in this case, measures proposed do not overcome officer concerns about the quality of the proposed living environment for future occupiers.

e) Potential for adaptability

As set out above, the proposed ground and first floor plans show "utility rooms" of 12 sq m each. The proposed first floor plan shows a kitchen/ dining room/ lounge of almost 50 sq m. The second floor includes a 24 sq m bedroom.

The proposed layouts do meet the relevant space standards. However, the LPA has little control over future subdivisions, for example the addition of partitions or conversion of the utility rooms to further bedrooms. In theory this could be controlled by condition, but this would be impractical to keep under review or to enforce. The Local Planning Authority has to assess the proposals on the basis of the plans submitted. However, in this case, the LPA notes how the layout particularly easily would lend itself to subdivision. This would result in the creation of further habitable rooms experiencing low light levels.

## **6. Flood risk**

Paragraphs 155-165 of the National Planning Policy Framework (NPPF) set out national flood risk policy. Policies BCS16 and BCAP5 set out local policy with regards to flood risk. This policy is supported by the Bristol City Council's Flood Risk Sequential Test Practice Note (August 2013) and extensive technical guidance on the Gov.UK website.

The application site lies in Flood Zone 2, as shown on the Environment Agency (EA) maps. Flooding would arise from tidal flooding. The proposed development is classified as "More vulnerable". This means that a sequential test has to be passed in order to demonstrate that there are no reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding. The applicant has submitted evidence to demonstrate that the sequential test is passed.

In the case of residential developments in Flood Zone 2 where the sequential test is passed, a site-specific Flood Risk Assessment (FRA) should be submitted in order to demonstrate that the risk of flooding can be acceptably managed over its lifetime. This therefore needs to include an allowance for climate change.

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The application site could be affected by tidal flooding. The relevant flood level is the 1 in 200 (0.5%) year predicted flood level, plus an allowance for climate change over the lifetime of the development. For residential development, the assumed lifetime of development should be 100 years. The applicant initially submitted a FRA which assumed a 60 year lifetime of development. Officers and the Environment Agency both agree that the design life of a residential building should be 100 years, as per the guidance set out in the National Planning Policy Guidance (Paragraph: 026 Reference ID: 7-026-20140306). The initial FRA did not demonstrate that the building could be made safe over its lifetime.

Following discussions with the applicant, a revised FRA was submitted. This latest FRA includes raised floor levels, the incorporation of a 600mm high flood gate and an outdoor refuge on the first floor green roof.

The Environment Agency suggested in their first response that maisonette-style apartments over two levels would be a solution which would reduce the risk to future occupiers. This has not been done. However, by raising floor levels, incorporating resistance and resilience measures such as 'tanking' the building and introducing a 600mm high flood gate, the applicant has sought to demonstrate how the proposed building would be able to withstand a flood level of 10.15m (10.15m is the 'design' flood level which the building would need to withstand, i.e. a 1 in 200 year flood event, plus an allowance for climate change). The reliance on flood gates is not considered ideal, since a self-contained ground floor flat remains. Furthermore, the Environment Agency has advised that insufficient information has been supplied in respect of resilience and resistance measures.

However, the Environment Agency has removed their objection and advised that proposed development could be allowed in principle (based on the proposed mitigation measures), subject to further information being provided via a condition requiring flood resistance and resilience measures. This would need to include more details of the proposed flood gate. The Environment Agency also stated that the LPA should give due consideration to the need for and provision of an adequate flood emergency plan; adequacy of rescue/ evacuation arrangements including disabled access to the refuge area; and whether or not insurance can be gained. The Civil Contingency Officer has advised that a flood evacuation plan would need to be conditioned. It is acknowledged that the proposed rooftop refuge area is not ideal since it is outside the building and requires the negotiation of steps. However, the Civil Contingency Officer had no objection subject to the preparation of evacuation plan focusing on the cascade of information to enable evacuation as the first option. With regards to whether or not the building could gain insurance, this is not something which the LPA can take a view on, but should other matters be resolved, then an informative could be added to tell future owners that the cost of insurance could be affected by the building being in a flood risk area.

In summary, given the mitigation measures proposed, and the absence of objections from the Environment Agency and the Council's Civil Contingency Officer, it is not considered reasonable to refuse the proposal on flood risk grounds. This would be subject to the inclusion of conditions, should all other matters be resolved.

## **7. Sustainability**

Policies BCS13 to 15 set out policy on sustainability. The applicant has submitted a sustainability and energy assessment. This states that a 20% reduction in carbon dioxide emissions (from residual energy use) could be achieved by the installation of photovoltaic panels on the roof of the proposed development.

Concern was raised by the Sustainability Officer who considers that the effect of overshadowing has not been factored in. The applicant has used the Standard Assessment Procedure (SAP) to

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factor in overshadowing. This method is advised in the Council's current Climate Change and Sustainability Practice Note (December 2012). However, the Council's most up-to-date advice is to use an alternative method of calculating overshadowing, called the Microgeneration Certification Scheme (MCS) Standard Estimation Method. The MCS approach is a more precise methodology. Failure to use it means that the LPA cannot be confident that the annual yield from any installed PV panels would meet the predicted yield as set out in the Energy Statement, as explained further in the sustainability officer's advice set out above. Therefore, the LPA cannot be sure that the applicant can meet the 20% requirement as set out in BCS14.

Nevertheless, it is not considered reasonable to recommend refusal on this issue, due to the fact that the latest policy and guidance do not currently refer to the LPA's preferred methodology.

**8. Land contamination**

The land contamination officer has advised that the site has historically been used by a number of industrial uses, including depots, wallpaper manufacturers and brewers. A proposed residential use would be sensitive to contamination. Should all other matters be resolved, conditions would be added to secure a risk assessment, site investigation and any necessary remediation.

**9. Transport and highways**

No car parking is proposed, and this is reasonable, given the sustainable location of the application site.

Cycle parking was initially not in accordance with the standards set out in policy and guidance. However, the revised plans show covered, secure and appropriately-spaced cycle parking for up to 6 cycles.

With regards to waste, Bristol Waste stated that it was unclear how and where bins would be presented on the day of collection in order to be visible to collection crews on the day of collection. As observed on an officer site visit, there does appear to be space for this, without the need for receptacles to be placed on the adopted highways. The Transport Development Management officer suggested private collection, plus a waste strategy. However, Bristol Waste has stated that the standard kerbside collection service would be provided. Since the quantum of development has been reduced to two flats, two sets of containers only would be placed on the highway on the day of collection. The proposed development would be private accommodation and so it would be expected that residents would be responsible for placing containers onto the highway on the day of collection. Hence, kerbside collection is considered reasonable.

The dimensions of the bin store are considered suitable (following revisions). Should all other matters be resolved, a condition could be added to secure its final design and the incorporation of shelves to secure suitable space for green and black recycling boxes and food waste containers. A condition could also be added to require larger bike store doors, as advised by the TDM officer.

**10. Noise**

The applicant has submitted an acoustic report, which assesses the impact of noise on future occupiers of the proposed building. The Pollution Control Officer has advised that the report makes a number of recommendations with regards to wall construction, windows and ventilation. These recommendations could be secured via condition, should all other matters be resolved.

**Conclusion:** taking all material considerations into account, the application is recommended for refusal on two grounds relating to design and impacts on the amenity of neighbours.

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**COMMUNITY INFRASTRUCTURE LEVY (CIL)**

The CIL liability would be £21857.25.

**RECOMMENDED REFUSE**

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

**Reason(s)**

1. By virtue of the proposed development's location, window configuration and general design, the proposed flats would experience unacceptably low levels of light and outlook, creating an unacceptably poor internal living environment. Externally, both the Marsh Street entrance and the public/private realm distinction within the site are poorly defined. The proposals would not create an environment where crime and fear of crime would be minimised. This would not deliver high quality urban design. The proposals are therefore contrary to policy BCS21 of the Bristol Local Plan Core Strategy (2011) and policies DM27, DM28 and DM29 of the Site Allocations and Development Management Policies (2014).
2. By virtue of its location and size, the proposed development would cause unacceptable overbearing and loss of outlook to the rear-facing first floor residential flats of neighbours in Tec House and Central Quay North. The amenity of neighbours would therefore be unacceptably affected. The proposed development is therefore contrary to policy BCS21 of the Bristol Local Plan Core Strategy (2011) and policies DM27 and DM29 of the Site Allocations and Development Management Policies (2014).

**Advice(s)**

1. Refused Applications Deposited Plans/Documents

The plans that were formally considered as part of the above application are as follows:-

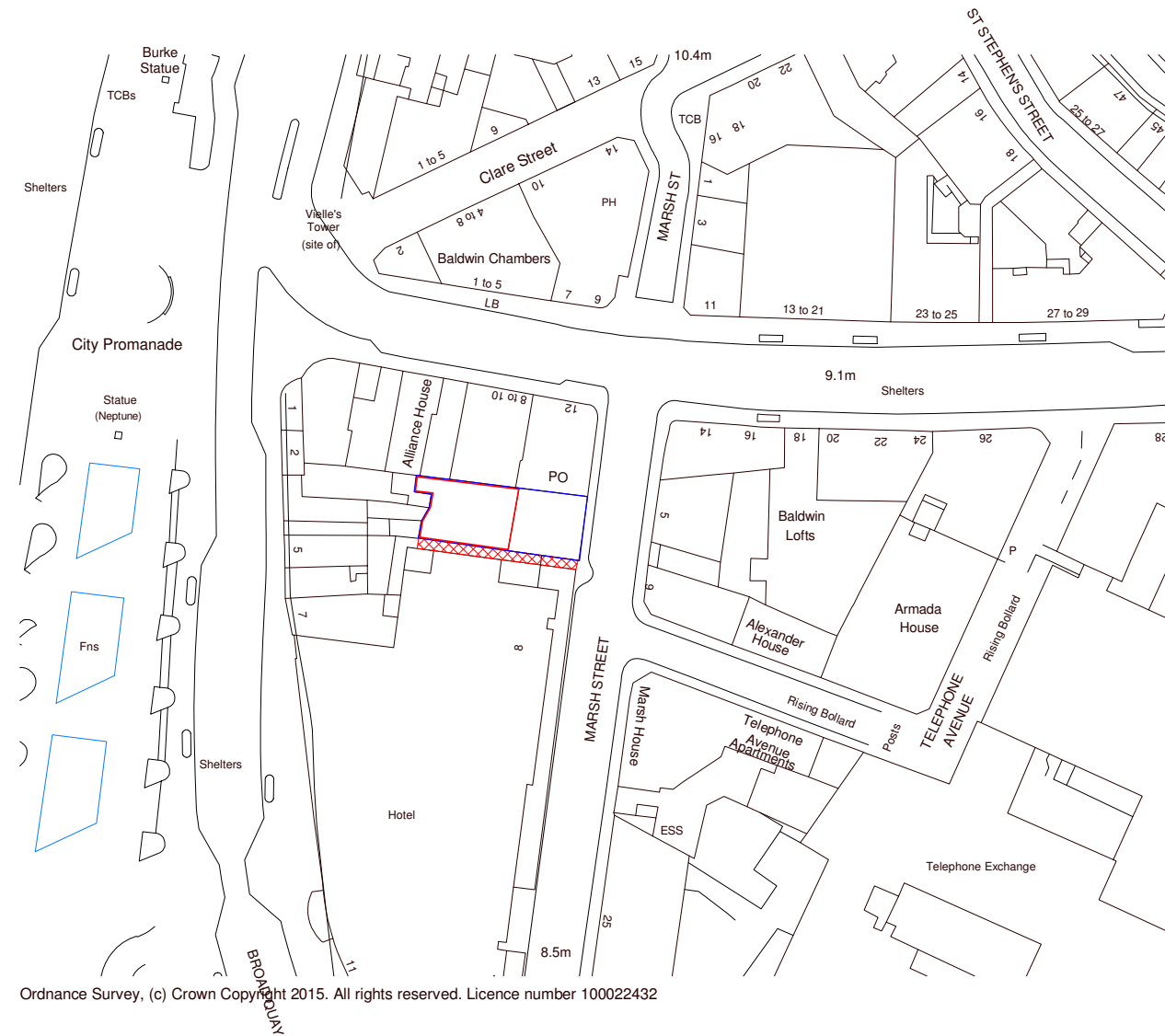
- 15152 Existing elevations, received 24 January 2018
- 15152 Site location plan, received 24 January 2018
- 202 Existing site plan, received 24 January 2018
- 203 Topographical survey, received 24 January 2018
- 305C Proposed site plan, received 25 September 2018
- 307C Proposed ground floor plan, received 25 September 2018
- 309C Proposed first floor plan, received 25 September 2018
- 310B Proposed second floor plan, received 25 September 2018
- 311B Proposed roof plan, received 25 September 2018
- 312B Proposed section AA, received 25 September 2018
- 313C Proposed north elevation, received 25 September 2018
- 314D Proposed east elevation, received 25 September 2018
- 315D Proposed south elevation, received 25 September 2018
- 316E Proposed west elevation, received 25 September 2018
- 317C Proposed 3D Views, received 25 September 2018
- 320B Proposed Section BB, received 25 September 2018
- LTS\_096(08)101 C Landscape General Arrangement, received 6 August 2018



## **Supporting Documents**

### **2. Land to Rear of Tec House, 6 Marsh Street**

1. Location plan
2. Proposed site plan
3. Proposed ground floor plan
4. Proposed first floor plan
5. Proposed second floor plan
6. Proposed 3D views
7. Proposed section AA
8. Proposed section BB
9. Landscaping



A 28/11/2017 Graphics corrected

Revision Number	Revision Date	Revision Description
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Partner	Drawn	Date
TM	SEJ	16/11/2017

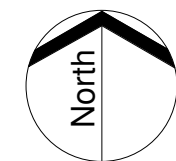
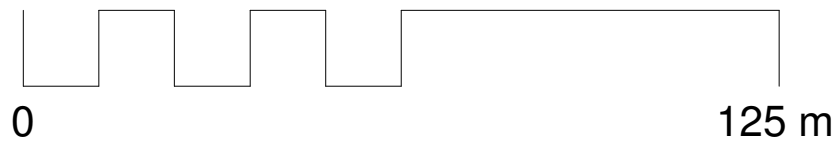
Status  
**Planning**

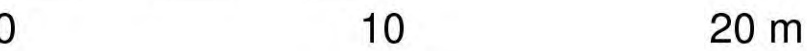
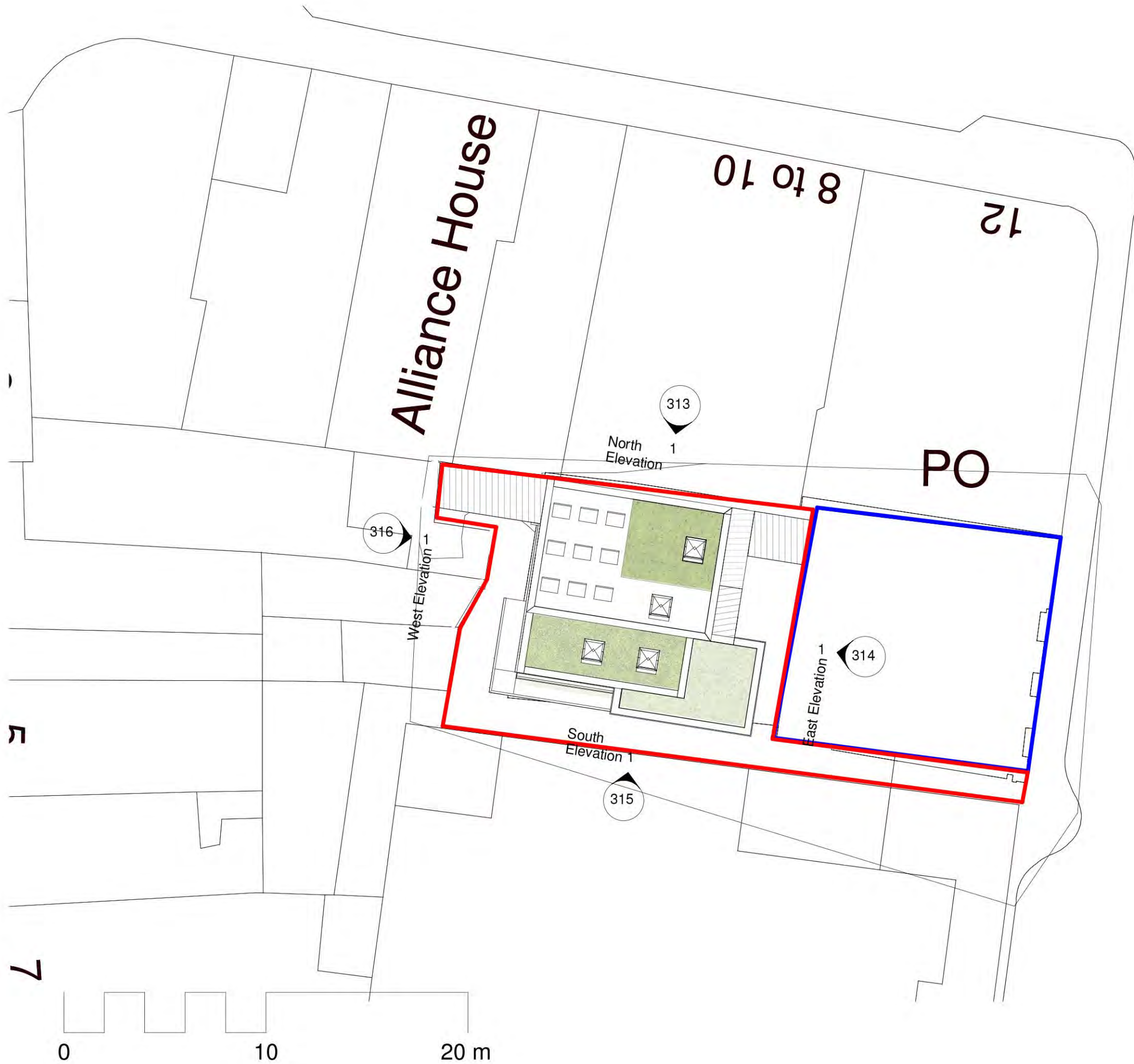
Scale  
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Project  
**Marsh Street - rear accommodation block**

Title  
**Site Location Plan**

Job No	Drawing No	Revision
15152	201	A





Revision Number	Revision Date	Revision Description
C	20/09/2018	Glazed balcony omitted on First floor.
B	06/09/2018	Ground floor level raised. Bike store doors relocated. Doorway onto green roof at first floor added.
A	02/08/2018	Floorlight added

Partner	Drawn	Date
AJ	AB	06/07/2018

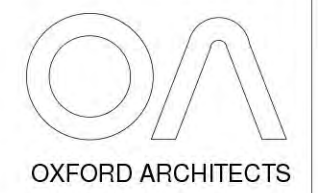
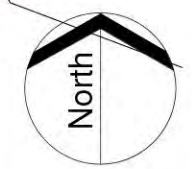
Status  
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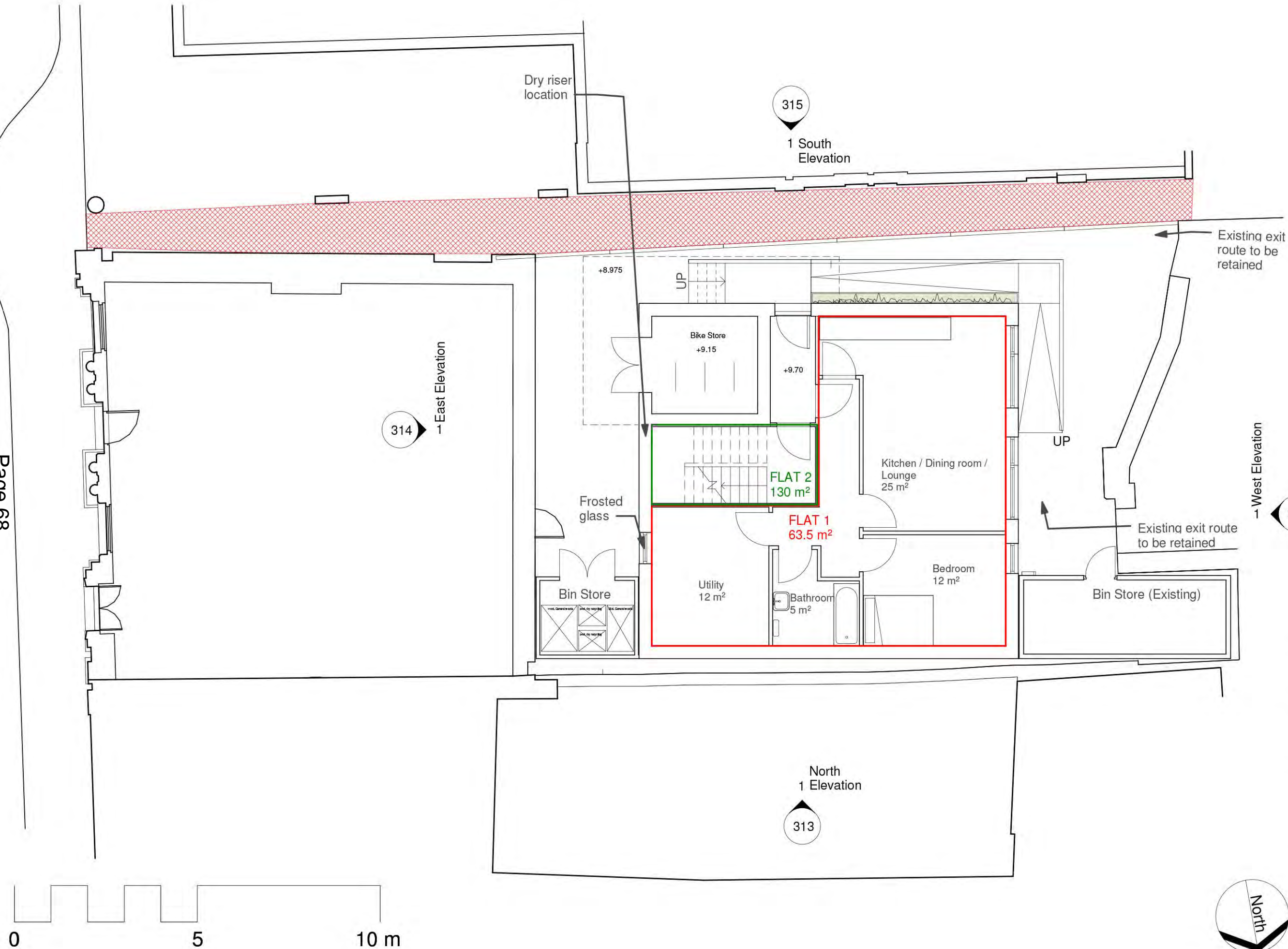
Scale  
1 : 200 @ A3

Project  
Marsh Street - rear accommodation block

Title  
Proposed Site Plan

Job No	Drawing No	Revision
15152	305	C





C	06/09/2018	Ground floor level raised. Bike store doors relocated. Doorway onto green roof at first floor added.
B	02/08/2018	Internal changes
A	28/07/2018	Timber planting extended

Revision Number	Revision Date	Revision Description
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Partner	Drawn	Date
AJ	AB	06/07/2018

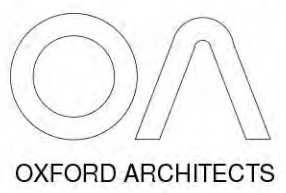
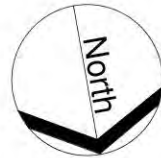
Status  
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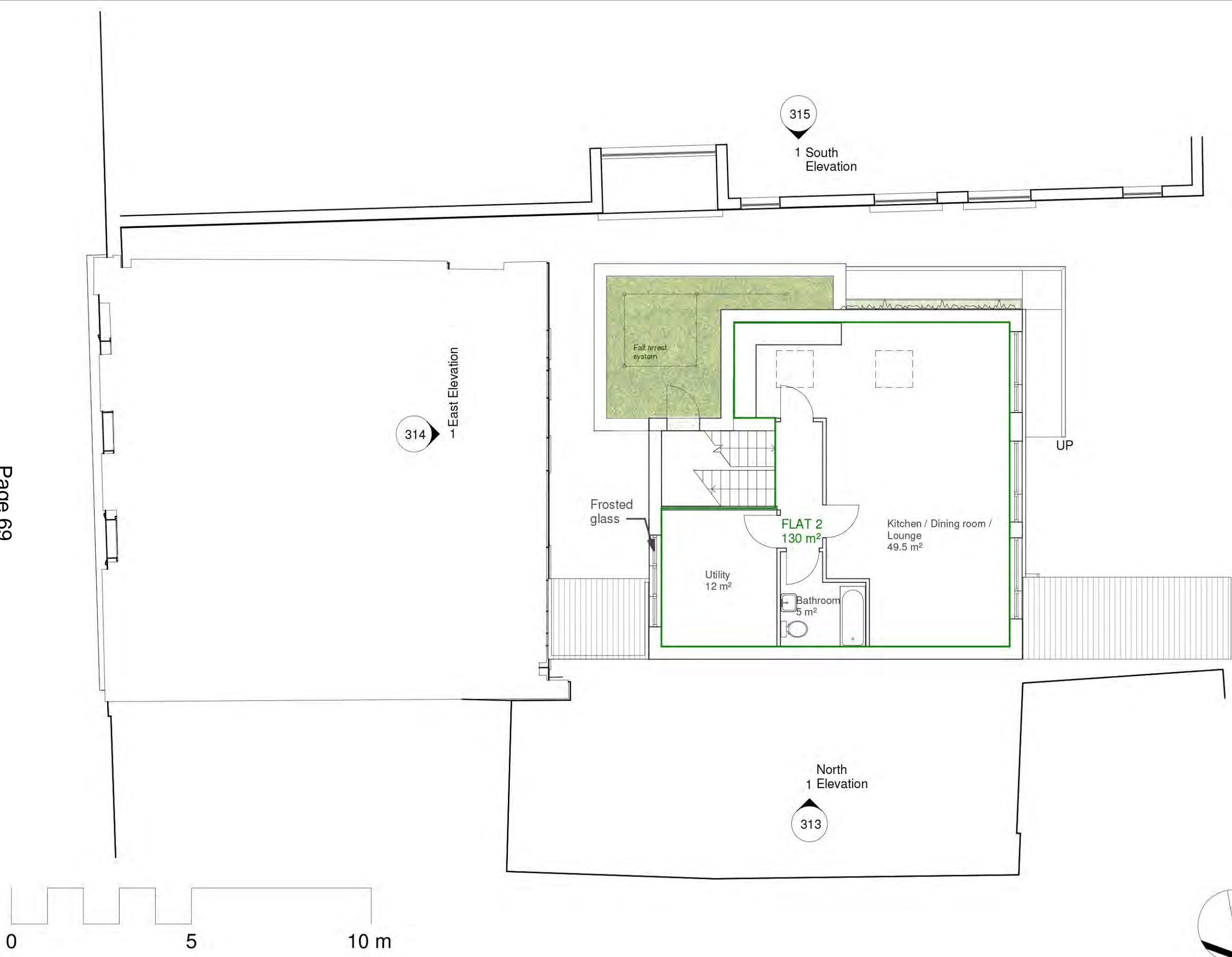
Scale  
**1 : 100 @ A3**

Project  
**Marsh Street - rear accommodation block**

Title  
**Proposed Ground Floor Plan**

Job No	Drawing No	Revision
15152	307	C





C	20/09/2018	Glazed balcony omitted on First floor.
B	06/09/2018	Ground floor level raised. Bike store doors relocated. Doorway onto green roof at first floor added.
A	02/08/2018	Internal changes

Revision Number	Revision Date	Revision Description
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Partner	Drawn	Date
AJ	AB	06/07/2018

Status  
**Planning**

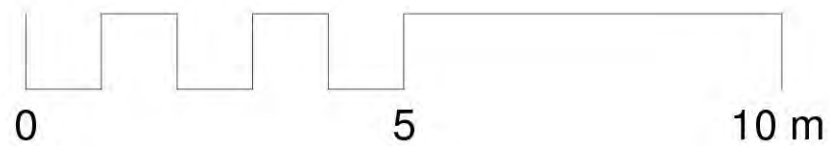
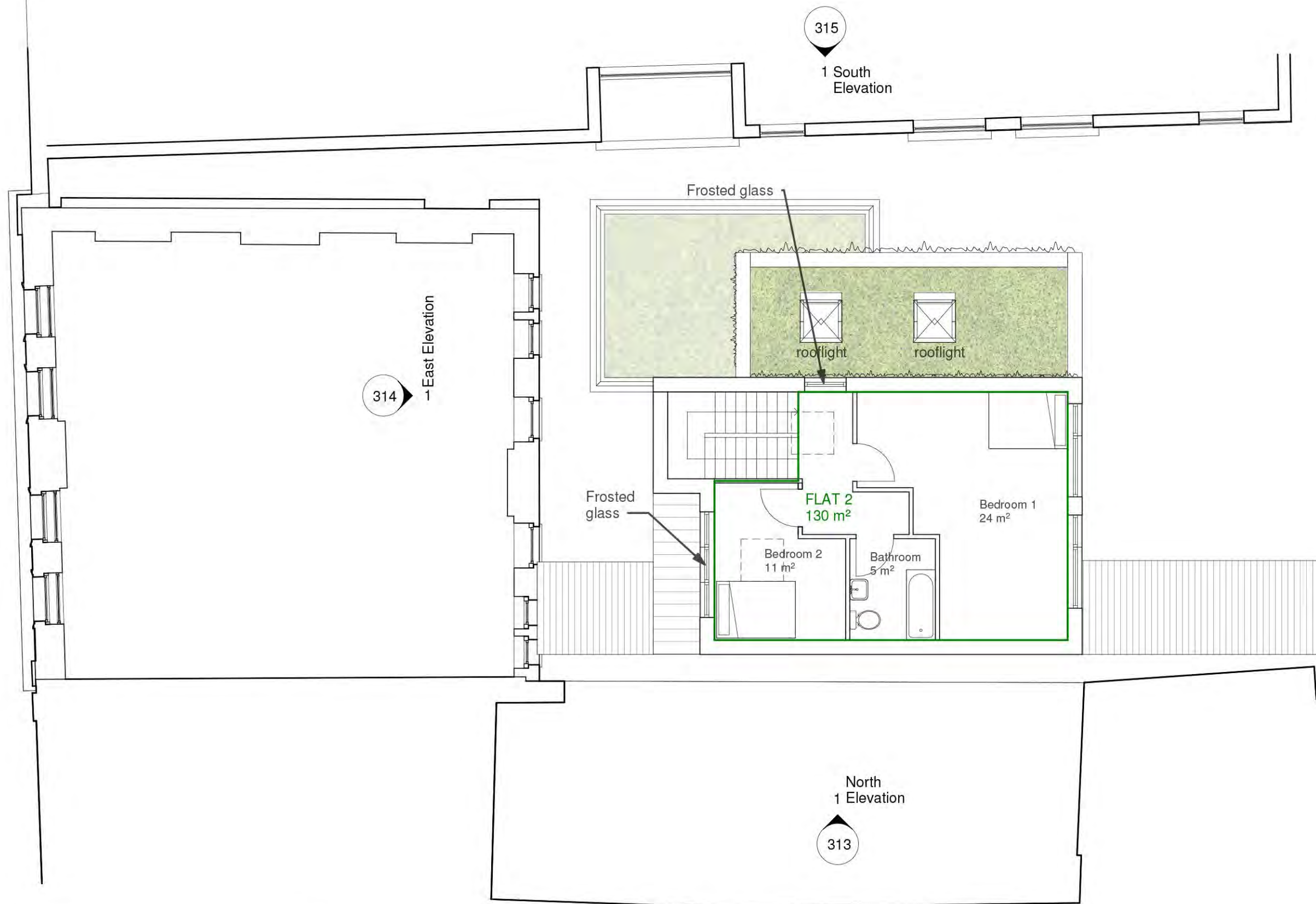
Scale  
**1 : 100 @ A3**

Project  
**Marsh Street - rear accommodation block**

Title  
**Proposed First Floor Plan**

Job No	Drawing No	Revision
15152	309	C





B	06/09/2018	Ground floor level raised. Bike store doors relocated. Doorway onto green roof at first floor added.
A	02/08/2018	Rooflight added

Revision Number	Revision Date	Revision Description
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Partner	Drawn	Date
AJ	AB	06/07/2018

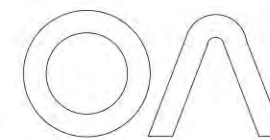
Status  
Planning

Scale  
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Project  
Marsh Street - rear accommodation block

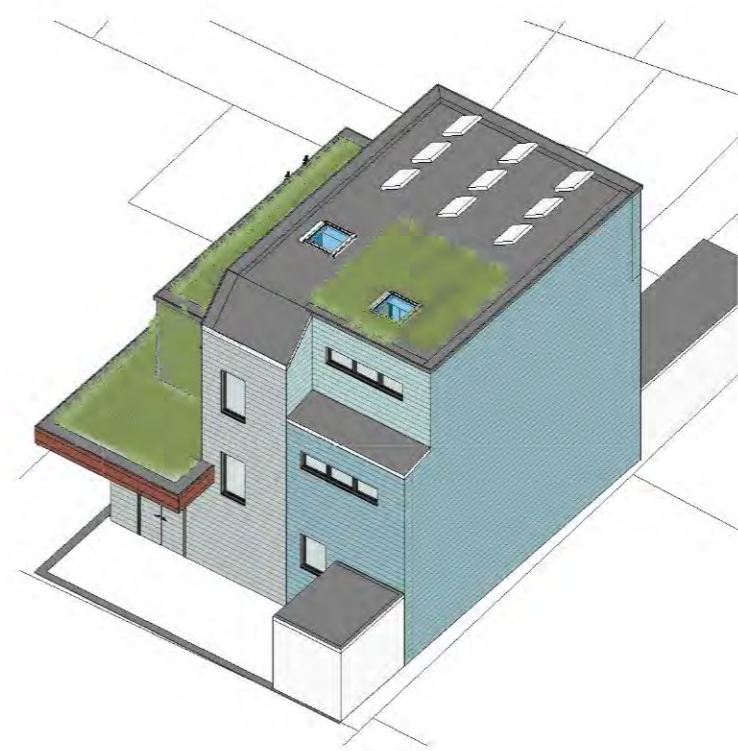
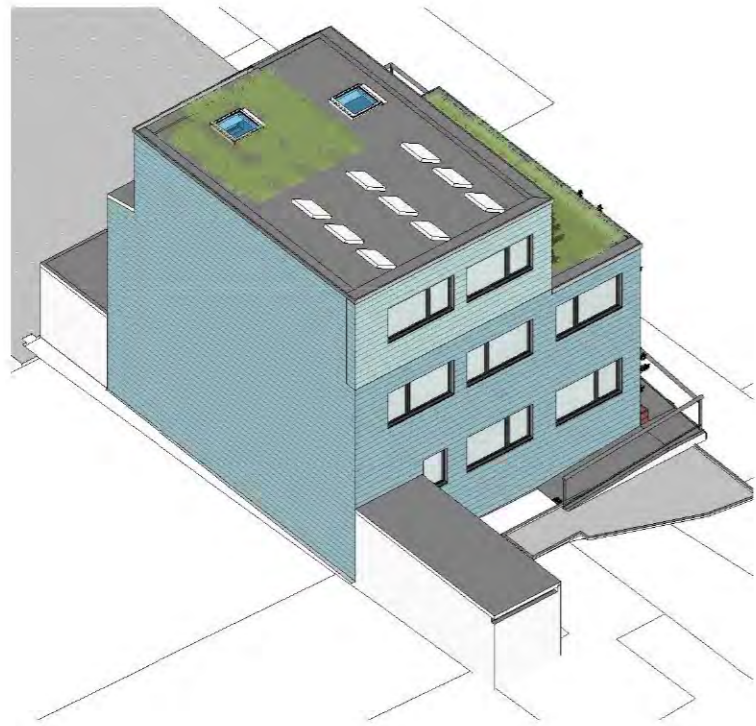
Title  
Proposed Second Floor Plan

Job No	Drawing No	Revision
15152	310	B



OXFORD ARCHITECTS

The Workshop, 254 Southmead Road, Bristol, BS10 5EN  
T. 0117 9581500 F. 0117 9581501 oxford-architects.com



C	20/09/2018	Glazed balcony omitted on First floor.
B	06/09/2018	Ground floor level raised. Bike store doors relocated. Doorway onto green roof at first floor added.
A	02/08/2018	Floorlight added

Revision Number	Revision Date	Revision Description
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Partner	Drawn	Date
Checker	Author	06/07/2018

Status  
**Planning**

Scale  
 @ A3

Project  
**Marsh Street - rear accommodation block**

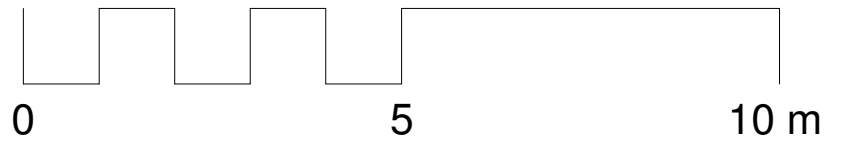
Title  
 Proposed 3D Views

Job No	Drawing No	Revision
15152	317	C





First Floor residential windows.  
45 degree line



B	20/09/2018	Glazed balcony omitted on First floor.
A	06/09/2018	Ground floor level raised. Bike store doors relocated. Doorway onto green roof at first floor added.

Revision Number	Revision Date	Revision Description
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Partner	Drawn	Date
AJ	AB	06/07/2018

Status  
**Planning**

Scale  
**1 : 100 @ A3**

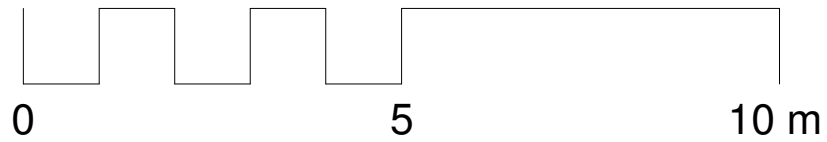
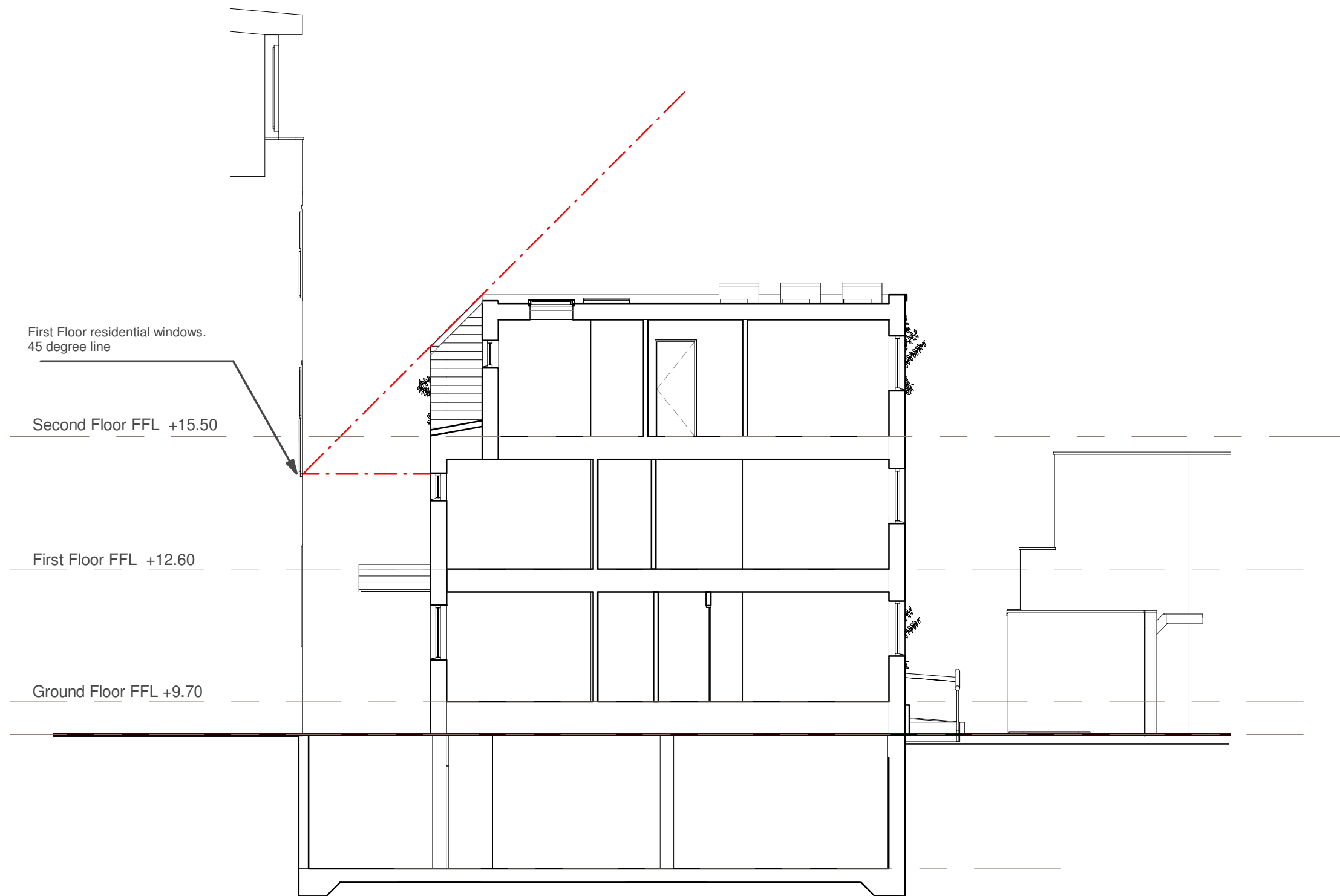
Project  
**Marsh Street - rear accommodation block**

Title  
**Proposed Section AA**

Job No	Drawing No	Revision
15152	312	B







B	20/09/2018	Glazed balcony omitted on First floor.
A	06/09/2018	Ground floor level raised. Bike store doors relocated. Doorway onto green roof at first floor added.

Revision Number	Revision Date	Revision Description
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Partner	Drawn	Date
AJ	AB	06/07/2018

Status  
**Planning**

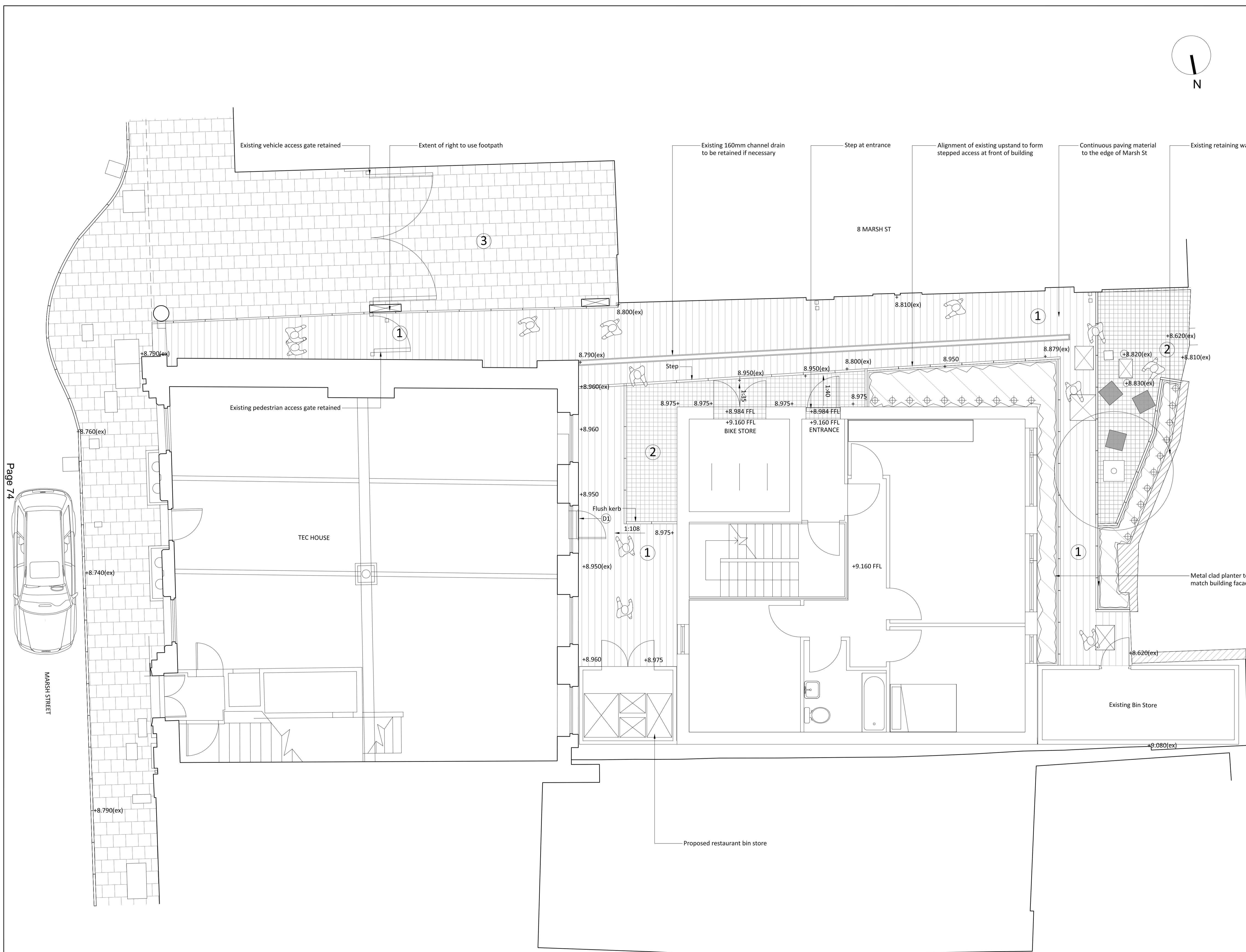
Scale  
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Project  
**Marsh Street - rear accommodation block**

Title  
**Proposed Section BB**

Job No	Drawing No	Revision
15152	320	B





**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION:**

IN ADDITION TO THE HAZARDS / RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING:

Significant Residual Risks:	
Action to be Taken:	

**GENERAL NOTES:**

1. ALL DIMENSIONS AND LEVELS SHALL BE CHECKED ON SITE PRIOR TO CONSTRUCTION WORKS COMMENCING.
2. ALL LANDSCAPE DRAWINGS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS & ENGINEERS DRAWINGS AND SPECIFICATIONS.
3. ANY DISCREPANCY CONCERNING THE DRAWINGS SHOULD BE REFERRED TO LANDSCAPE ARCHITECT IMMEDIATELY.
4. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS NOTED OTHERWISE.
5. ALL LEVELS ARE IN METERS.
6. EXISTING SERVICE ALIGNMENTS SHALL BE CHECKED ON SITE BY THE CONTRACTOR PRIOR TO CONSTRUCTION WORK COMMENCING.

**Key**

- Proposed semi-mature trees
- Proposed climbing plants with trellis
- Proposed planting area in raised planter
- Continuous resin bound surface finish through to Marsh
- Natural stone sett paving
- Existing concrete paving
- Existing wall
- Proposed stone benches
- Proposed slot drain
- Existing services locations
- Existing levels
- Proposed levels

Rev	Date	Description	Drawn	Checked
C	03.08.18	Updated building plan	JS	MND
B	26.07.18	Raised metal planters replace borders	JS	MND
A	11.07.18	Updated building, site boundary removed	JS	MND

**FOR PLANNING**

Studio 3, Toll Bridge Studios  
Toll Bridge Road  
Bath, BA1 7DE  
T +44 (0) 1225 571810  
E contactus@ltstudio.co.uk

**STUDIO**

Client:  
**A CACI PROPERTY LETTINGS & MANAGEMENT**

Project:  
**MARSH STREET**

Title:  
**LANDSCAPE GENERAL ARRANGEMENT**

Designed: **MND** Drawn: **JS** Checked: **NJR**

Scale @ A1: **1:50** Date: **JULY 2018** Approved: **MND**

Drawing No.: **LTS\_096(08)101** Revision: **C**

## Development Control Committee B – 7 November 2018

ITEM NO. 3

**WARD:** Avonmouth & Lawrence  
Weston **CONTACT OFFICER:** Ken Reid

**SITE ADDRESS:** Kings Weston Reservoir Tufton Avenue Bristol

**APPLICATION NO:** 17/05700/F Full Planning

**DETERMINATION DEADLINE:** 28 September 2018

**33 Dwellings on former reservoir site.**

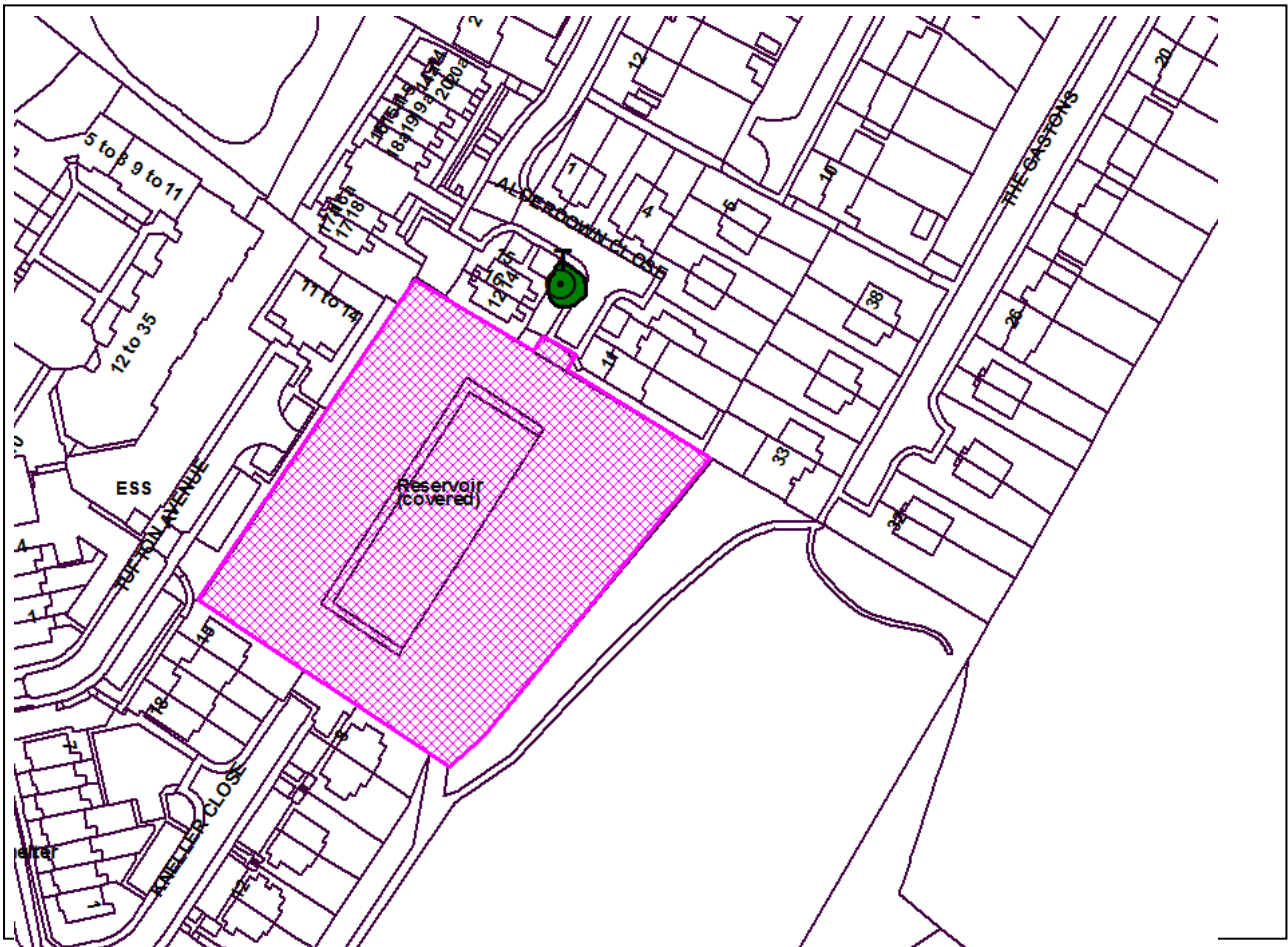
**RECOMMENDATION:** GRANT subject to Planning Agreement

**AGENT:** Marshall & Kendon Architects  
94 Whiteladies Road  
Clifton  
Bristol  
BS8 2QX

**APPLICANT:** Bright Green Futures Ltd  
Kings Weston Reservoir  
Tufton Avenue  
Bristol

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

### LOCATION PLAN:



**Development Control Committee B – 7 November 2018**  
**Application No. 17/05700/F : Kings Weston Reservoir Tufton Avenue Bristol**

## SUMMARY

This report relates to the planning application on the site of the former reservoir between Kneller Close and Alderdown Close, Lawrence Weston. The applicants Bright Green Futures (BGF) are based in Bristol and seek to provide sustainable, self-built, community-based accommodation for sale and rent in the Bristol area. They state that the former reservoir, which will be known as the Water Lilies site, is an opportunity to work on a larger and more open scale to create a sustainable community of approximately one hundred people in a strongly biophilic setting.

The application is being reported to committee following the public interest the proposals have generated from residents and those further afield. Most of the comments received have been in support of the application, welcoming the re-development of the site and the proposals to provide both sustainable and affordable self-build housing, which includes a mix of flats and single dwellings. It is also noted that there were objections raised, with concerns regarding the scale of the development. This is along with the impact it may have on existing parking levels and vehicular movements in neighbouring roads, and in particular to Alderdown Close which the development would be accessed from.

The definition of Self Build as set out in the Self-Build and Custom Housebuilding Act 2015 (as amended by the Housing and Planning Act 2016) is set out as follows.

"Self-build and custom housebuilding" means the building or completion by -

- a) Individuals,
- b) Associations of individuals, or
- c) Persons working with or for individuals or associations of individuals, of houses to be occupied as homes by those individuals.

But it does not include the building of a house on a plot acquired from a person who builds the house wholly or mainly to plans or specifications decided or offered by that person".

However, currently there is no difference in the assessment criteria.

## BACKGROUND & SITE DESCRIPTION

The application site concerns the former Kings Weston Reservoir, a large brickwork rectangular disused building that extends approximately 3500mm below ground level. The reservoir is covered over by two pitched roof tin buildings. Whilst the reservoir is built on level ground, the remainder of the site slopes substantially from the public right of way down to Tufton Avenue. The site is located in the middle of a residential area and is adjacent Kneller Close, Tufton Avenue and Alderdown Close in Lawrence Weston. The housing in the area is predominantly two storey terraced or semi-detached housing. The housing in Kneller Close and Tufton Avenue is managed by the Guinness Trust.

Kneller Close and Tufton Avenue are cul-de-sacs accessed from Kings Weston Lane. This connects to Long Cross at one end and Kings Weston Road at the other. Approximately southeast from the site are the Blaise Castle Estate and Kings Weston School, and approximately southwest are Kings Weston House and its estate. The site has pedestrian access via a footpath and public right of way that runs to the south east of the site connecting Kings Weston Lane with Alderdown Close. This right of way crosses heavily vegetated open ground that slopes up towards Napier Miles Road and onto the Blaise Castle Estate (via Evergreen Woods to Kings Weston Hill). The right of way also provides access to Napier Miles Road and Kings Weston School. The site topography limits the area of development to that of the reservoir footprint, and its immediate surrounds.

**Development Control Committee B Delegated  
Kings Weston Reservoir Tufton Avenue Bristol**

## RELEVANT PLANNING HISTORY

13/04537/F - Construction of 14 no. 3-bedroom dwellings. The application was withdrawn following issues with owner of the lease of the piece of land required to access the site from Kneller Close, along with concerns with the scale and massing of the proposal.

15/00839/F - Construction of 14 no. three-bedroom dwellings. Granted.

## APPLICATION

Planning consent is sought for the total of 33 units comprising of twelve flats, twelve terraced, seven detached and two semi-detached houses. The application has been submitted by Bright Green Futures (BGF), a large self-build developer that purchases land and devises a master plan which individual self-builders buy into. According to the applicants, it is envisaged that each self-builder will purchase a plot with BGF managing the major earthworks and providing capped off services installed awaiting connection. The detached home self-builders may elect to have specialist contractors to install foundations, ground slabs and timber frames. Others may choose to do so themselves, although an overall programme for the progress of the works will be stipulated and administered to ensure that varying rates of progress do not impact adversely on others.

Those purchasing the plots would have the choice of self-build where they start from scratch or self-finish where the building "shell" is erected and they complete the bespoke design. In order to achieve a coherent built form, a palette of materials and elements are proposed with a Design Code incorporated in plot purchase contracts according to the BGF. It is envisaged that variations of internal layout may result in individual variants of each house type, however the overall built envelope will be fixed in terms of dimensions, roof forms, ridge and eaves heights, and cladding materials. This is to ensure flexibility for individual builders to configure their accommodation to suit their needs while ensuring that a coherent group of buildings results.

The layout is such that the dwellings would be built around the former reservoir structure which would comprise of a Community Hub building to the upper part of the old reservoir structure. This will be a meeting and community space as well as a potential greenhouse and garden store in support of the gardens and landscape. The proposed development would be centred on the community garden to be built on top of, and partly surrounded by, the walls of the old reservoir. According to the applicants, the exact design of this garden will be developed by the community, particularly those whose houses front onto it, but the basic rectangular form is fixed (by the reservoir walls). The garden surface would stand slightly above the surrounding pavements and would contain a central grass area and a water lily pond which is both a garden feature and part of the rainwater harvesting/storage system. Behind the two terraces, each house would have a small private garden to be laid out to the owners' choice. Some of these gardens would contain retained trees, others new planting. The detached and semi-detached houses would each have their own private garden.

The lower section of the reservoir structure is exposed at its northeast and southwest ends where large new openings are formed to allow access for machinery during construction and then to accommodate cycle parking, 33 parking spaces, refuse/recycling, water storage and other uses post construction. The detached and lower terrace houses would also have outdoor covered cycle and garden stores accessible from the footpaths. Access to the development would be from Alderdown Close thus requiring a new vehicular and pedestrian access. Two further pedestrian and cycle access points are proposed that would connect with the public footpath that runs beside the south east edge of the site and connects Kings Weston Lane with The Gastons. These

**Development Control Committee B Delegated  
Kings Weston Reservoir Tufton Avenue Bristol**

footpaths would create a link between the central community gardens with public footpath in terms of site permeability.

Please refer to plans and supporting documents for further details.

**PRE APPLICATION COMMUNITY INVOLVEMENT**

i) There was an initial door to door outreach with residents on Alderdown Close and Deans Mead Road in March 2017, followed by a presentation to the Lawrence Weston Neighbourhood Planning Group in May 2017. There was a further invitation to local residents to attend a community consultation day at Ambition Lawrence Weston in August 2017. This was followed by a further neighbour consultation in Alderdown close and door outreach in Tufton Avenue in August 2017.

i) Process - In general, throughout Bright Green Futures' various engagements with the local community, their approach was generally welcomed and it was clear that a lot of what they were planning to do meet local aspirations to bring high quality housing in keeping and enhancing the local area. As highlighted, for example, in documents such as the Lawrence Weston Neighbourhood Development Plan and the Lawrence Weston Design Statement. Bright Green Futures had been invited by Ambition Lawrence Weston to contribute to and join the steering group of another proposed self-build development in the area. The applicant states that enthusiasm for their approach to the planning application can be seen in the way that some local residents requested to visit their completed project in the Courtyard, Montpellier.

ii) Fundamental outcomes - Outside of design, concerns regarding construction disruption has supported two strategies: Firstly, Bright Green Futures will implement a strategy and site rules that self-builders must follow main contractor working hours for noisy work. Secondly, the plots owners also have a contractual obligation to complete their builds within 3 years of planning approval. According to the applicants 83% of current Water Lilies self-builders would be using BGF to access the first home they have ever owned. BGF have adapted their project to include flats to increase the ability to serve affordability and the needs of existing residents. The Planning Group confirmed many areas of agreement with Water Lilies' plans and vision, including design strategy, green spaces, vision to create self-build projects and its support for self-build because it empowers community to influence design and create energy-efficient homes. BGF received positive feedback on their track record in sustainability. The outcome of the organised visit was that the group could see why BGF wants to create more projects where residents can influence the design of their homes, regardless of whether they are homeowners or tenants.

There was no comment from Ambition Lawrence Weston (the NPN group), in spite of a reminder. The CIS says that the applicants have been in touch with them and there has clearly been CI, and this seems to be reflected by the number of supporting comments on-line.

**RESPONSE TO PUBLICITY AND CONSULTATION**

The application was publicised through a site notice and a press advert, along with extensive individual neighbour notifications to surrounding properties. 69 letters have been received, with 63 in support of the proposals and 6 objecting to the plans.

In summary, the grounds for objection were as follows:

- The proposal for 33 units is excessive
- The existing roads would not be able to deal with the increase in traffic that would be generated
- There is insufficient parking to accommodate the development
- Construction noise and disturbance
- Loss of green space and wildlife

**Development Control Committee B Delegated  
Kings Weston Reservoir Tufton Avenue Bristol**

The comments in support of the application are summarised as follows:

- It would make good use of derelict land
- It would provide much needed affordable housing
- It would constitute an energy efficient sustainable development
- It would enhance local biodiversity
- It would have a positive impact on the existing surrounding community
- It would help create jobs and boost the local economy

**OTHER COMMENTS**

**Contaminated Land Environmental Protection** has commented as follows:-

The planning application to develop 33 dwellings has been reviewed in relation to land contamination. The applicants are referred to the Bristol Local plan policies and National Planning Policy Framework Paragraphs 109, 120 to 122, and Planning Practice Guidance Note.

The report submitted with the application in relation to land contamination has also been reviewed. The report was undertaken in 2013 prior to any decisions about the nature of the proposed scheme. Whilst tests did not indicate major contamination issues, the nature of the proposed scheme currently will involve significant earthworks with cut and fill operations around the site. Likewise 4 samples is not sufficient for a development of 33 residential properties, all with gardens. It may also be prudent to take some more ground gas monitoring samples as they were all taken over the course of one month originally.

Therefore it is recommended standard conditions B12 B13 and C1 are applied to any future planning consent along with non standard conditions.

**Arboricultural Team** has commented as follows:-

The loss of a significant amount of trees on site is regretful but having assessed the site and the proposal in relation to the quality and value of the trees the removal proposals are realistic. With this in mind the lime tree at the front corner of the site becomes a very valuable tree and robust protection measures and their correct execution is of the highest importance.

The BTRS figures have been calculated resulting in the requirement of 27 replacement trees. The tree planting proposal is in excess of this figure and therefore no further contribution is required. There is a real opportunity here to get some good tree planting around the site and of course if there is sufficient space in some area of the site, trees of larger stature would be welcomed. Following the submission of the revised tree planting plan, the species selection will provide a more sustainable green infrastructure for the future. I am happy to accept them.

**Nature Conservation Officer** has commented as follows:-

The submitted Construction Environmental Management Plan (CEMP) and the recommendations in the ecology report dated September 2017 to include ivy-covered trees (on pages 6 and 7) should be secured by a planning condition such as the 'List of approved plans and drawings' condition. A landscaping plan should be conditioned which includes the provision of log piles as recommended in the ecology report dated September 2017.

**Development Control Committee B Delegated  
Kings Weston Reservoir Tufton Avenue Bristol**

**Public Right Of Way** has commented as follows:-

Further off-site works would be required, to ensure that the paths on the site connect to the surfaced footpath to the southeast of the site. The on-site and off-site paths should be of a suitable condition to be adopted as footway/cycleway so that their maintenance is guaranteed. If unsuitable for adoption, the new footpaths should be dedicated as public rights of way, assuming pedestrian permeability across the site.

**Flood Risk Manager** has commented as follows:-

We support the use of the SuDS features proposed for the drainage strategy. Infiltration testing will have to be conducted though to calculate the relative infiltration rate that will consequently be required to inform the detailed design of this.

**Avon Fire & Rescue Service** has commented as follows:-

The additional residential and commercial developments will require additional hydrants to be installed and appropriately-sized water mains to be provided for fire-fighting purposes. The costs of the additional infrastructure will need to be borne by developers either through them fitting suitable mains and fire hydrants themselves and at their cost or through developer contributions.

Importantly, these fire-fighting water supplies must be installed at the same time as each phase of the developments is built so that they are immediately available should an incident occur and the Fire & Rescue Service be called.

**Sustainable Cities Team** has commented as follows:-

The proposals include cycle parking that exceeds the requirements set out in the Site Allocations and Development Management policies, which is to be commended. The proposals for green infrastructure on site are supported in terms of cooling the urban area and providing shading.

Proposals for blue and green infrastructure across the site are supported. With regards to broadband, the applicant has registered with BT openreach in order to ensure fibre to the premises will be delivered for the development, which is supported in line with this policy requirement.

Following the submission of an addendum to the Sustainability Statement, the use of air source heat pumps (ASIPs) for space heating and hot water, and the omission of gas is welcomed. The scheme can be supported subject to conditions.

**Transport Development Management** has commented as follows:-

Swept path analysis has been submitted that demonstrates the car park to be sufficient. The inter visibility for vehicles either side of this pinch point is acceptable and drivers will be able to wait safely. Overall TDM accept the revised trip generation figures that have been presented within the technical note. Cycle provision would be acceptable.

However on street parking concerns and the intensification of Alderdown close persist. To this extent TDM feel on street mitigation is required to alleviate issues arising due to the development. This is in the form of double yellow lines. All costs associated with the implementation of any TRO's and any associated costs must be met by the applicant and to be secured via a S106 or UU.



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TDM have consistently raised the need for a turning head within the site. Although Bristol Waste have agreed to service the development by reversing to the site from Alderdown Close TDM have concerns that other delivery vehicles will drive into the site in forward gear. It is however noted that on balance based on the frequency of deliveries and the instance of pedestrian/ vehicle conflict highways have no objections.

TDM still have concerns with the waste collection provisions, however are happy with the provisions of the Waste Management Strategy that was subsequently submitted.

The proposal is therefore supported subject to a list of planning conditions.

**Urban Design** has commented as follows:-

No objection subject to observance of previous detailed comments.

The scheme considers cutting existing trees on the north-western boundary of the site, therefore it needs to be demonstrated that the replacement is viable in such a reduced area shown on drawings. It is important to refer and commit to the connection to existing network of pedestrian routes. For instance, there is a path from Kings Weston Lane to The Gastons along the Kings Weston Hill. Similarly, this is the case for connecting to pedestrian pavement along Kneller Close.

It is advised that more information is required on the boundary including along the Kings Weston Hill, gateways to the development and the houses of the south-eastern aspect of the site.

If the information is not provided as part of the application then any approval should be subject of further details such a boundary treatments.

**Bristol Waste Company** has commented as follows:-

Following further discussions with the applicant, we have clarified that it may be possible that all bins to be presented on the same day (depending on collection schedules). We have therefore agreed that the 'Waste / recycling collection point' identified on the plans will be extended to include the triangular area adjacent (as suggested by the applicant). The applicant is confident that this will not cause issues for access to the site, underground car park or visitor parking bays, which I am satisfied by.

If the larger 1,100 litre bins for refuse and card are stored towards the 'top' of the collection point this will reduce the distances over which they need to be transported, particularly over a slope.

Provided that these amendments are made we would be happy with the waste and recycling provision for this development.

**Lawrence Weston Neighbourhood Planning Forum** has commented as follows:-

We are happy to fully support a project that looks to address key features that are aligned with our Local Neighbourhood Plan and Design Statement. We welcome the inclusion of low-cost energy efficiency homes, open green spaces, community-owned assets, community-led delivery and a mix of housing with a clear strategy to provide self-build opportunities to the existing residents of Lawrence Weston.

We are satisfied through the consultation process that Bright Green Futures model of housing will also bring in new people, skills and knowledge that will have a desired and positive impact on the local community and economy.

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**The Parks Team (Environmental Area Management)** conclude that the route from Kings Weston Lane to the Gastons needs to be considered as a whole rather than just the linking paths due to the increase in potential foot and cycle traffic. In order for the BCC Parks Service to provide permission for the linking paths, the developer would need to fund a number of items in order to improve the infrastructure to the existing footpath, including its access, condition and long-term maintenance.

#### 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.

#### 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 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) IS THE PRINCIPLE OF DEVELOPMENT ACCEPTABLE?

Paragraph 59 of the NPPF (2018) states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. The NPPF states that local planning authorities should deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.

The application site comprises of a disused reservoir, a use that is not awarded protection under the provisions of the Site Allocations and Development Management Policies (July 2014). It can therefore be regarded as previously developed land. The site is surrounded on three sides by residential uses. Furthermore the principle of residential development has already been established under the 2015 consent for 14 dwellings (15/00839/F). Given this context and the lack of any other designation; the proposed development of the site for housing is acceptable in principle subject to affordable housing criteria, detailed design, amenity, ecological and highway considerations (see key issues below).

Paragraph 61 of the NPPF also states the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including, but not limited to, those who require affordable housing, families with children, older people, students, people with disabilities, service families, travellers, people who rent their homes and people wishing to commission or build their own homes.

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In March 2015 the government introduced the Self-build and Custom Housebuilding Act 2015 (as amended by the Housing and Planning Act 2016). This places a duty on certain public authorities to maintain a register of individuals who wish to acquire serviced plots of land to bring forward self-build and custom housebuilding projects and places a duty on public authorities to have regard to those registers in carrying out planning and other functions including housing, regeneration. The 2015 Act now also places a legal duty on authorities to grant sufficient development permission to meet the demand for self-build and custom build in its area.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications shall be determined in accordance with the development plan, unless material considerations indicate otherwise. At present Council does not have a city-wide specific adopted local planning policy for the provision of self-build and custom build sites. Therefore, in determining this application members will need to have regard to national planning policy. Policy H4 of the Lawrence Weston Neighbourhood Development Plan (March 2017) does state that all developments of more than 30 houses shall include an offer of serviced plots for custom build, either on an individual basis or for a duly constituted self-build group to organise a collective self-build construction programme. The ethos would be on collective community support as demonstrated by the proposal for the community hub building. In that respect the proposal would go some way of meeting a community need in the Lawrence Weston area.

As such the development would meet the policy requirements in respect of the provision of self-build housing. Notwithstanding this however, planning permission would be with the land. Should the development be sold off to another party it may come forward as private commercial housing. Consequently the LPA would have to object to this, but it is material to the appraisal regulations on affordable housing as discussed below.

**(B) IS THE PROPOSED DEVELOPMENT VIABLE, AND DOES IT PROVIDE AN ACCEPTABLE LEVEL 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. It comprises 33 dwellings and therefore it is required to comply with Core Strategy Policy BCS17, which requires the provision of up to 30% affordable housing (10 affordable dwellings) subject to scheme viability.

The National Planning Policy Framework (NPPF) and the associated Planning Practice Guidance (PPG) were revised in July 2018, and these revisions are pertinent to the viability assessment of the Kings Weston Reservoir scheme.

In simple terms, a development is considered to be viable if the Residual Land Value of the development is greater than the Benchmark Land Value.

The applicant originally claimed that, to remain viable in planning terms, the proposed scheme was unable to provide any affordable housing. A detailed viability appraisal and supporting commentary was submitted by Savills on behalf of the applicant in support of this claim.

Officers commissioned DVS (the property arm of the Valuation Office Agency) to assess the viability information and advise the Council as to whether the applicants claim was reasonable. DVS have assessed the values and costs associated with the development, and have reported their conclusions to officers accordingly.

It is accepted that the Kings Weston Reservoir Scheme is unusual, as it is intended as a 100% self-build scheme. It includes a community building, underground parking (which is highly unusual in a suburban location such as this) and each property is bespoke. DVS agree that this would

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result in build costs that are significantly higher than would be anticipated from a standard housing scheme being proposed by a regional housebuilder.

To give an indication of the difference; the agreed costs build costs at the nearby Ermine Way site were approximately £4,100,000 against values of £9,200,000 (build costs equating to 44% of values). However, at Kings Weston Reservoir, the build costs are approximately £6,900,000 against values of £9,400,000 (build costs equating to 73% of values). DVS have appraised the scheme as a self-build scheme and have used inputs that reflect the nature of self-build. On that basis they conclude that the scheme is unable to provide any affordable housing as the Residual Land Value of the development is slightly less than the Benchmark Land Value.

However, in order to encourage delivery, and to enable the Council to reassess the viability of the scheme should implementation be delayed; a viability review should be required if development is not commenced within 18 months of planning consent being granted.

In addition, it is recommended that planning conditions are included in respect of the following:

- Ensuring that the development is constructed as a self-build scheme (if this is not clear from the Description of Development contained on the Notice of Decision).
- Ensuring that if the development is not constructed as a self-build scheme or if it is sold prior to commencement taking place, that 30% affordable housing is provided.

This can be secured via a Section 106 Agreement

**(C) IS THE PROPOSED HOUSING MIX APPROPRIATE?**

Policy BCS18 also requires development to contribute to the mix of housing tenures, types and sizes in an area. With regard to the mix of accommodation in the surrounding area the following is noted. As of 2016 the census data for the Avonmouth & Lawrence Weston ward shows that 74% of the accommodation comprised of houses and 26% flats. Within the Lower Super Output area (Lawrence Weston Parade) the figure is 47.6% houses and 52.3% flats, due to the number of purpose-built low rise flatted accommodation to places such as Kneller Close, Long Cross and Broadlands's Drive.

The proposal would comprise of 21 houses and 12 flats adding to the proportion of single dwellings within the area. According to the Design & Access statement the applicants propose a scheme that contains a wide range of dwelling types and sizes where generic characteristics and construction methods allow a wide range of bespoke arrangements and adaptability over time. However according to the plans the development would comprise of a 1-bed house, six 2-bed houses, seven 3-bed houses, five 4-bed houses, two 6-bed houses, and one and two bed flats. This is considered to be a substantial mix and one that would not be dominated by small units. Given the current composition of properties, this would add to the mix of accommodation in the area.

**(D) WOULD THE PROPOSED DESIGN/LAYOUT BE OUT OF SCALE AND/OR INCOMPATIBLE AND WOULD THEY PRESERVE THE SETTING OF THE ADJOINING KINGSWESTON & TRYM VALLEY CONSERVATION AREA?**

Policy BCS21 of the Bristol Development Framework Core Strategy aims to ensure that all new development in Bristol achieves high standards of design. Policies DM27, DM29, DM30 and DM31 of the Site Allocations and Development Management Policies also apply. These all seek high quality design that takes account of context and does not cause harm to the character or appearance of an area.

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The area is characterised by a mix of predominately post-war social housing set in modest sized plots and an abundance of green infrastructure in between. The application site comprises of a hilly topography, therefore providing views over the site from a number of vantage points to the south, and would be visible from lower ground levels to the north of the site. Apart from the reservoir building, the site is covered in brambles, self-sown saplings and a number of mature trees and shrubs, and as such provides a green setting.

Concern has been raised by some that the number of units proposed would constitute and over-development of the site. However the efficient use of land is integral to creating sustainable patterns of development and this is central to the focus on sustainable development in the NPPF. Policy BCS20 of the Core Strategy sets a minimum development density of 50 dwellings per hectare. The density of the proposed development is around 66 dwellings per hectare which accords with the policy requirements. There are no policies which set a maximum density for residential developments and instead the impact of the density on the character of the area, residential amenity and highway safety has to be considered.

The development is mostly designed as a contemporary take on traditional detached, semi-detached and terraced housing. The applicant states that a palette of materials and elements are proposed in order to achieve a coherent built form. The development would incorporate a "Design Code" which would form part of the plot purchase contracts, and which will ensure the overall built envelope is fixed in terms of dimensions, roof forms, ridge and eaves heights and cladding materials. This can be secured by condition to ensure compliance. Other structures such as external stairs and ramps and some retaining walls will be red brick, where possible recycled from the demolished sections of the reservoir.

The applicant states that the access road and footpaths will be bonded gravel. There would be a mixture of two and three storey high properties, which while higher than the surrounding built context which is dominated by two storey buildings, is not considered to be unacceptably out of scale because of the topography of the site. It is proposed that the whole site will retain some of the existing self-sown trees along the south-east boundary, as well as the large lime tree in the south-west corner. It is proposed to remove the remaining trees on the north-west side and replace them with more suitable trees of greater ecological and amenity value (see key issue H).

The Design & Access Statement states that through self-building of the homes and the community garden and hub as a collective, a platform is provided that enables the delivery of temporary and permanent local art. Among the self-builders are professional local artists who are keen to contribute in this way according to the applicants. The community hub can also be used to run local art workshops for young and old. This is welcome and accords with the local plan policy, which can be secured by condition.

Given the above it is concluded that the proposed design and layout would be acceptable and would not harm the setting of the adjoining Kingsweston & Trym Valley Conservation Area.

(E) WOULD THE PROPOSAL UNACCEPTABLY AFFECT THE RESIDENTIAL AMENITY OF THE AREA?

The residential properties either side of the development to Kneller Close and Alderdown Close would comprise of a similar ground level. Immediately north of the site is the public frontage of Tufton Avenue which although comprises of a lower ground level, would be screened by the tree lined northern boundary of the site. There is no existing development to the south which comprises of parkland. The proposals are logically arranged and orientated around the former reservoir and given the surrounding nature of development, would not significantly harm the residential amenities of neighbours. Similarly the introduction of 33 residential units into a predominately

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residential area would not create cause for concern with regards to activity and general comings and goings. Subject to ensuring that all future extensions of these houses are considered by the Local Planning Authority, the proposals do not raise any unacceptable residential amenity issues.

**(F) WOULD THE PROPOSAL CONSTITUTE AND ACCEPTABLE LIVING ENVIRONMENT FOR FUTURE OCCUPIERS?**

The proposal contains a range of housing options both in terms of type (detached, semi-detached, terraced and flats) with a wide range of internal layouts available. For example the L shaped houses would be oriented to address sun and slope, enclosing south/west facing courtyard gardens, providing good aspect. Terrace houses front onto the community garden as well as having private gardens at the rear. In the case of 12 houses, the applicant states that individual house builders have developed bespoke layouts which are shown in the plans. For the remaining dwellings generic layouts are shown.

In terms of floor spaces the applicants state that there would be flexibility in how the individual self-builders arrange the layout. However the plans show that the dwellings would have a GIA of between 95 square metres (for the 2-bed 3-person units) and 179 square metres (for the 6-bed 9-person units) which would meet the Nationally Described Space Standards. Likewise six of the 2-bed flats would have floor spaces of between 52 and 67 square metres which would be acceptable.

It is noted that the remaining 6 flats have floor spaces of between 37 and 40 square metres, which is below the 50 square metres the LPA seek in terms of adaptability and flexibility. In response the applicants have stated that the outcome of their consultations with the community, including public meetings with Ambition Lawrence Weston, also identified a local demand for more modest size units. The applicants have also clearly labelled the six flats as single person 1-bed units which would comply with the Nationally Described Space Standards. In the light of these considerations, the fact that the scheme offers a minimal and bespoke range of accommodation and with the provision of ample indoor and outdoor community spaces for these units, a refusal of the proposal could not be justified on the grounds of space requirements.

As such it is concluded that the proposal would constitute and acceptable living environment for future occupiers.

**(G) WOULD THE PROPOSED DEVELOPMENT SATISFACTORILY ADDRESS TRANSPORT AND MOVEMENT ISSUES?**

Development Plan policies are designed to promote schemes that are located where sustainable transport patterns can be achieved, which includes pedestrians 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. It also includes parking standards for residential and non-residential development. The remaining three boundaries of the site are bordered by residential streets. Alderdown Close's homes have private off-street parking. The residential housing then extends further into Lawrence Weston to the north, northeast, west and south west

There is currently pedestrian access from the footpath running along the southeast boundary of the site. The remaining three boundaries of the site are bordered by residential streets. Alderdown Close's homes have private off-street parking. The residential housing then extends further into Lawrence Weston to the north, northeast, west and south west. In terms of local amenities, there is the shopping parade and neighbourhood centre on Riddinglease, which is 550m from the site. This is also the closest location in terms of access to regular bus services (with the buses to Kings Weston Lane being less regular). Whilst Riddinglease is considered to be with a reasonable walking

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distance, the nature of development in this area means that there is a dependency on the use of a car. Consequently this is an issue of concern raised by objectors to the proposal.

The Traffic Statement, supported by the technical note on likely trip rates, concludes the proposed development is forecast to generate 11 and 14 vehicular trips during the morning and afternoon peak hours respectively. This equates to around one vehicular trip every four minutes. This level of trip generation is unlikely to be significant on the local highway network. The Transport Statement was submitted based on the standard TRICS assessment, with the relative impacts on the local highway network of the 118 additional vehicle trips which is considered to be negligible.

Furthermore the applicant adds that when considered in the context of the development being a sustainable, co-housing project, the anticipated traffic impacts are likely to be much lower. This is evident in the Travel Plan submitted with the application and which would feature a Travel Hierarchy which will be implemented across the site and which according to the applicant significantly exceed the Council's targets and requirements for sustainable travel and as such will deliver highly sustainable travel patterns.

The creation of a satisfactory vehicular access into this site has been considered at length following discussions between the applicant and the LPA. The proposed access to the development would be from Alderdown Close where objectors have called for alternative access to the site to be considered from Kneller Close. Whilst this alternative has been considered, it has been discounted on grounds mainly as a result of the applicant being unable to reach agreement with the Guinness Trust (the owners of the strip of land between the site and Kneller Close) to purchase the required strip of land. Objectors have also raised concerns that the increase in traffic generated by an additional 33 units will exacerbate the situation. Concern has also been expressed that there will be overflow parking generated by the development due to the lack of parking on site.

Following the submission of supporting information relating to likely trip rates set out above, swept path analysis and servicing of the site, Transport Development Management consider that the parking provision, road layout and traffic movements are acceptable to accommodate the proposed development. Nonetheless it is considered the proposal may result in the intensification in parking and vehicular movements to Alderdown Close, and therefore it is considered that mitigation proposals must be forthcoming in the form of double yellow lines. The costs of this are to be met by the applicant.

Measures such as cycle parking augmented by a Travel Plan will be employed to reduce the traffic generated by the development with potential to reduce impact. It is noted that the Council's Travel Plan Officer strongly supports the Travel Plans and its recommendations, details of these can be secured by condition. There would be covered cycle parking within the former reservoir structure beneath the community garden, with the detached and lower terraced houses each having their own cycle parking.

Following clarification of arrangements, the proposed recycling/refuse storage is considered to be acceptable throughout the development. The applicants have stated that collection arrangements would be subject of a waste management strategy, which will be conditioned for compliance.

In terms of access for walking and cycling, two further pedestrian and cycle access points connects with the public footpath (#s BCC/563/10 and BCC/563/2) which run beside the south east edge of the site and connect Kings Weston Lane with The Gastons. These footpaths connect the central community garden with this public footpath. In order facilitate this, the new connecting paths would have to pass via Council owned parks land, which will require the consent of the Council. Both the Council's PROW and Parks Team have stipulated that to connect the paths would incur costs that include diversion notices to the PROW, required improvements to the

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access and associated maintenance and build costs even with the applicant offering to build the connecting paths themselves. At the time of writing the situation with regard to securing agreeable contributions remains unresolved, however while this work is highly desirable it would not be wished to hold up the development on these grounds. However members will be updated on this at the meeting.

On considering the above it is concluded that the proposal would satisfactorily address transport and movement issues.

**(H) WOULD THE PROPOSALS HAVE IMPLICATIONS FOR TREES AND LOCAL ECOLOGY?**

The council's Nature Conservation Officer has not raised an objection, advising that the Construction Environmental Management Plan (CEMP) and the recommendations in the ecology report to include ivy-covered trees should be secured by a planning condition. It is also advised that details of all external lighting are submitted given the adjacent site to the south-east, which is a Site of Nature Conservation Interest (SNCI). It also advised that the community garden also incorporates a living roof as set out under policy DM29.

The proposal would see the removal of some self-sown trees along the south-east boundary, and along the north-west side of the site. Bright Green Futures will be in charge of replanting trees which according to them will be in line with the Council's tree replacement standard (BTRS). The recommendations of the arboricultural assessment identify that 27 replacement trees will be required to satisfy the BTRS. The applicants have submitted a tree planting plan during the process and on reviewing it the Arboricultural Officer is satisfied with the plan. Provided it is implemented it would result in greater ecological and amenity value.

**(I) WILL THE PROPOSED DEVELOPMENT MAKE AN ADEQUATE CONTRIBUTION TO THE CITY'S SUSTAINABILITY AND CLIMATE CHANGE OBJECTIVES AS SET OUT IN THE ADOPTED PLANNING POLICIES?**

Policies BCS13, BCS14, BCS15 and BCS16 of the adopted Core Strategy give guidance on sustainability standards to be achieved in any development, and what measures to be included to ensure that development meets the climate change goals of the development plan. Applicants are expected to demonstrate that a development would meet those standards by means of a sustainability statement.

The applicant has provided a Sustainability Statement setting out a raft of measures that result in high insulation, low energy demands, sustainable and sustainably sourced materials, energy efficiency and sustainable transport. With regards to renewable energy, the significant use of PV panels is considered the most appropriate and would be used on the southeast and southwest elevations to maximise CO<sub>2</sub> emission reductions to the overall benefit and sustainability of the scheme. The development would also incorporate the use of air source heat pumps. According to the energy table this would achieve a 26.20% saving in residual energy, complying with the policy requirement.

A Scheme of Sustainable Urban Drainage is included which is considered acceptable subject to further details and will be required by condition.

**(J) DOES THE PROPOSAL RAISE ANY LAND CONTAMINATION ISSUES?**

The application includes a comprehensive Site Investigation which has been undertaken, including bore holes, drainage investigation and site history. As the report pre-dates any decisions about the



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nature of the current scheme, the Land Contamination officer has concluded that more information is required. However any consent can be subject to the standard contamination conditions.

(K) DOES THE PROPOSED DEVELOPMENT SECURE A PACKAGE OF PLANNING OBLIGATIONS TO OFFSET THE IMPACT OF THE DEVELOPMENT ON THE LOCAL INFRASTRUCTURE?

Policy BCS11 of the Core Strategy requires that planning obligations should be secured through the planning process in order to offset the impact of the proposed development on the local infrastructure. With the exception of site specific requirements, this policy is met through the application of the Community Infrastructure Levy which is mandatory.

In terms of financial contributions the applicants have agreed for the necessity of the TRO in terms of highway mitigation. They also agree with the requirement for a viability review if after 18 months the development does not commence, or it is sold on for housing to a third party that does not constitute the definition of "self-build".

#### OTHER ISSUES

The Avon Fire & Rescue Service has stated that additional infrastructure is required in the form of fire hydrants is required to support the development. The cost and maintenance of this they advise should be met by the developer, the cost of which would be £3000. The applicant has confirmed they would provide the two hydrants and implement in accordance with the drawings provided by the Avon Fire & Rescue Service. At the time of this report they had not agreed to the required financial requirement, however this will be finalised. The hydrants can be secured by condition.

#### COMMUNITY INFRASTRUCTURE LEVY

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

A person is eligible for an exemption from liability to pay CIL in respect of a chargeable development, or part of a chargeable development, if it comprises self-build housing or self-build communal development. Accordingly, no CIL payment will be required for this development.

#### CONCLUSION

The development would make good use of previously developed land to provide good quality, sustainable housing, which will be available to existing residents of Lawrence Weston. It will make a significant contribution towards the housing needs of the city. The development will have minimal impact on the ecology and landscape of the site and if anything the proposed measures would help enhance it in ecological terms. The proposed access and parking will result in an increase in vehicular movements and have some impact on the existing highway infrastructure. However this is considered to be acceptable subject to mitigation measures to improve highway safety to Alderdown Close. The Council has assessed the financial viability information submitted with the application, and concludes that the nature of self-build scheme means that it cannot provide affordable housing. However it should be subject to a viability review and a clause that it must provide the minimum 30% affordable housing if sold on to a third party as market price housing.

With regards to issues of sustainability and climate change, this is considered to be an exemplar scheme that would reduce residual carbon emissions in excess of the Council's policy target. The applicant has offered planning obligations towards the required TRO which is acceptable to the Council's Transport Development Management Officers. Therefore this application is acceptable given the resulting wider benefits in terms of the merits of the scheme and is recommended for approval.

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**RECOMMENDED** GRANT subject to Planning Agreement

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

- (i) A financial contribution of £5,395 to be made to Bristol City Council in order to fund the Traffic Regulation Order (TRO) and other associated costs.
- (ii) The provision of 10 (30%) affordable housing units to be provided on site (location, mix and tenure to be agreed), should the site change ownership and the units sold on at the market price and not meet the definition of "self-build".
- (iii) The provision of a viability review if the scheme has not commenced within 18 months of a planning consent being granted.
- (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:

**Condition(s)**

**Time limit for commencement of development**

1. Full Planning Permission

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

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

**Pre commencement condition(s)**

2. Highway Works

Prior to commencement of development general arrangement plan(s) indicating the following works to the highway shall be submitted and approved in writing by the Local Planning Authority indicating proposals for:

- Threshold levels of the finished highway and building 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
- Extents of any stopping up or dedication of new highway

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These works shall then be completed prior to first occupation of the development to the satisfaction of the Local Highway Authority and as approved in writing by the Local Planning Authority.

Reason: In the interests of public safety and to ensure that all road works associated with the proposed development are planned 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 City Council's technical approval and inspection fees paid before any drawings are considered and approved and formal technical approval is necessary prior to any works being permitted.

3. Footpaths

No development shall take place until details of the width, alignment, gradient and type of construction proposed for the connecting footways including all relevant horizontal cross sections and longitudinal sections showing the existing and proposed levels, together with details of the method of disposal of surface water, and details of a programme for the making up the footways has been submitted to and approved in writing by the Local Planning Authority. The footpaths will be carried out in accordance with the approved details prior to the full occupation of the development.

Reason: To ensure that the footpaths are constructed to a satisfactory standard.

4. External lighting

Prior to commencement of development, details for any proposed external lighting shall be submitted to and agreed in writing by the Local Planning Authority, with particular reference to the adjacent site to the south-east, which is a Site of Nature Conservation Interest (SNCI), Thirty Acre Woodland. Development shall be undertaken in accordance with the approved details. This shall include a lux level contour plan, and should seek to ensure no light spill outside of the site boundaries. The lux contour plan should show lux levels at frequent intervals (lux levels at 0, 0.2, 0.5, 1, 1.5, 2, 3, 4, 5 lux and higher are particularly useful) and extend outwards to additional levels (above the pre-existing background light level) of zero lux. The lux contour levels should be superimposed on a site plan which includes all land that is affected by raised light levels (including potentially land outside the red line planning application area).

Reason: To conserve legally protected bats and other nocturnal wildlife.

5. 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 approved plan/statement shall be adhered to throughout the construction period. The statement shall provide for:

Parking of vehicle of site operatives and visitors  
Routes for construction traffic  
Hours of operation  
Method of prevention of mud being carried onto highway

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Pedestrian and cyclist protection  
Proposed temporary traffic restrictions  
Arrangements for turning vehicles

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

6. Fire hydrants

No development shall take place until a detailed scheme for the provision of fire hydrants to serve the development to a standard recommended by the Avon Fire & Rescue Service has been submitted to and approved in writing by the Local planning Authority. The development hereby approved shall not be occupied until the hydrants have been implemented in accordance with the approved details.

Reason: To ensure an adequate water supply is available for emergency use.

7. Land affected by contamination - Submission of Remediation Scheme

No development 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 has been prepared, submitted to and been 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 is understood prior to works on site both during the construction phase 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

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.

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## 9. Site specific risk assessment

A 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 Interpretive Report prepared by Structural Soils dated April 2013 reference 727798. 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.

## 10. Renewable energy - where further detail is required

Prior to the commencement of the development of each of the plots, details of the PV panels (including the exact location, dimensions, design/ technical specification) and Air Source Heat Pumps (including CoP, and technical specification) together with calculation of CO2 emissions reductions to achieve a minimum 20% reduction on residual emissions from renewable energy in line with the approved sustainability statement should be submitted to the Local Planning Authority and approved in writing. The renewable energy technology shall be installed prior to occupation of the dwellings and thereafter retained.

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

## 11. Sustainable Drainage System (SuDS)

Prior to the commencement of development on each of the plots, a Sustainable Drainage Strategy and associated detailed design, management and maintenance plan of surface water drainage for the site using SuDS methods shall be 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.

## 12. Design Code

Prior to the commencement of the development, a detailed Design Parameters Guide (Design Code) for the proposed housing shall be submitted to and approved in writing by the Local Planning Authority. The guide shall set out details such as height, scale and materials to be used within the construction of the proposed properties. Thereafter there shall be no deviation from these requirements without a separate grant of permission for that purpose.

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Reason: To ensure a cohesion in the overall design and appearance of the development and in the interests of residential amenity.

13. Submissions of samples before specified elements started

Samples of all external facing materials shall be provided in the form of a sample panels on site and to be approved in writing by the Local Planning Authority before the relevant parts of the work have commenced. The development shall be completed in accordance with the approved samples before the building is occupied.

Reason: In order that the external appearance of the building is satisfactory.

14. Protection of Retained Trees During the Construction Period

No work of any kind shall take place on the site until the protective fence(s) has (have) been erected around the retained trees in the position and to the specification shown on Drawing No. Waterlilies\_SM\_TPP\_28092017 Rev 2. The Local Planning Authority shall be given not less than two weeks prior written notice by the developer of the commencement of works on the site in order that the council may verify in writing that the approved tree protection measures are in place when the work commences. The approved fence(s) shall be in place before any equipment, machinery or materials are brought on to the site for the purposes of the development and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Within the fenced area(s) there shall be no scaffolding, no stockpiling of any materials or soil, no machinery or other equipment parked or operated, no traffic over the root system, no changes to the soil level, no excavation of trenches, no site huts, no fires lit, no dumping of toxic chemicals and no retained trees shall be used for winching purposes. If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the council.

Reason: To protect the retained trees from damage during construction, including all ground works and works that may be required by other conditions, and in recognition of the contribution which the retained tree(s) give(s) and will continue to give to the amenity of the area.

15. Temporary Refuse Storage and Recycling Facilities

Prior to the commencement of development, details of a temporary refuse store and area/facilities allocated for the storing of recyclable materials shall be submitted to the Council for approval. Thereafter, the approved temporary refuse storage and recycling facilities shall be installed and retained at the site during the construction of the development. Following the occupation of the development hereby approved, the temporary refuse and recycling facilities shall be removed.

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.

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16. Temporary Cycle Provision

Prior to the commencement of development details of temporary cycle storage facilities to serve the development shall be submitted to the Council for approval. Thereafter, the approved temporary cycle storage facilities shall be installed and retained at the site during the construction of the development. Following the occupation of the development hereby approved, the temporary cycle storage facilities shall be removed.

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

**Pre occupation condition(s)**

17. Land affected by contamination - Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken; and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of Condition 7, which is to be submitted to and be approved in writing by the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 8.

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.

18. 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 Sustainability Statement (By Darren Evans, dated 11/10/2017) and Addendum to Sustainability Statement 17/05700/F (Bright Green Futures, dated 20th September 2018) prior to occupation. A total 26.20% reduction in carbon dioxide emissions beyond Part L 2013 Building Regulations in line with the energy hierarchy shall be targeted, and a minimum 20% reduction in carbon dioxide emissions below residual emissions through renewable technologies shall be achieved.

Reason: To ensure the development incorporates measures to minimise the effects of, and can adapt to a changing climate in accordance with policies BCS13 (Climate Change), BC14 (sustainable energy), BCS15 (Sustainable design and construction), DM29 (Design of new buildings),

19. Implementation/Installation of Refuse Storage and Recycling Facilities - Shown on approved plans

Prior to the removal of the temporary refuse and recycling facilities associated with condition 14 the refuse store, and area/facilities allocated for storing of recyclable materials, as shown on the approved plans, shall be installed at the site. Thereafter, all refuse and recyclable materials associated with the development shall either be stored

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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.

20. Completion of Vehicular Access - Shown on approved plans

No building or use 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.

21. 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.

22. 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 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.

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

Prior to the removal of the temporary cycle parking facilities associated with condition 15, the cycle parking provision facilities shown on the approved plans shall be 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.

24. Construction Environmental Management Plan (CEMP)

The development hereby approved shall be completed in accordance with to the approved detail of the Construction Environmental Management Plan appended to the Ecological Report (prepared by Wessex Ecological Consultancy - September 2017), throughout the construction period.

Reason: To ensure compliance with the Conservation of Habitats and Species Regulations (2017). For the protection of controlled waters. In the interests of safe operation of the highway in the lead into development both during the demolition and construction phase of the development. For the protection of controlled waters.



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25. Tree (planting) works and landscaping - shown

The planting, hard and soft landscaping proposals hereby approved (drawing numbers LL-338-001 & 751(P)09 ) 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 council. 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 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.

26. Boundary treatments

Prior to the occupation of each of the dwellings, a plan indicating the positions, design, materials and type of boundary treatment to be erected shall be submitted to and approved in writing by the Local Planning Authority. The boundary treatment for that dwelling shall be completed before the dwelling is occupied in accordance with the approved details and shall be retained thereafter.

Reason: - To ensure that the appearance of the site does not detract from the character of the area.

27. Public Art

Prior to the full occupation of the development hereby permitted, a Public Art Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall also contain a timetable for delivery and details of future maintenance responsibilities and requirements. All public art works shall be completed in accordance with the agreed scheme and thereafter retained as part of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that public art is integrated into the design and build of the development.

**Post occupation management**

28. No further extensions

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and/or re-enacting that Order) no extension or enlargement (including additions to roofs) shall be made to the dwellinghouse(s) hereby permitted, or any detached building erected, without the express permission in writing of the council.

Reason: The further extension of this (these) dwelling(s) or erection of detached building requires detailed consideration to safeguard the amenities of the surrounding area.

29. No Further Windows

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and/or re-enacting that Order) no windows, other than those shown on the approved plans shall at any time be placed in

**Development Control Committee B Delegated  
Kings Weston Reservoir Tufton Avenue Bristol**

the elevation of the buildings hereby permitted without the grant of a separate planning permission from the Local Planning Authority.

Reason: To safeguard the amenities of the adjoining premises from overlooking and loss of privacy.

30. Use Restriction - Plot 7

The "dance studio" shall be used only as an ancillary use incidental to the enjoyment of the property known plot 7 and in particular shall not at any time be let or rented out for any purpose; moreover the dance studio shall not at any time in the future be sublet, sold or severed in any way from the unit subject of this planning permission.

Reason: Any other use requires further assessment as it has the potential to cause harm to the character and amenity of the surrounding area which could conflict with the adopted Bristol Development Framework (March 2011) and the Bristol Site Allocations and Development Management Policies (July 2014).

31. Travel plans - submitted

The Approved Travel Plan shall be implemented in accordance with the timescales specified therein, to include those parts identified as being implemented prior to occupation and following occupation, unless alternative timescales are agreed in writing with the Local Planning Authority. The Approved Travel Plan shall be monitored and reviewed in accordance with the agreed Travel Plan targets to the satisfaction of 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.

32. Waste Management Strategy

The development hereby approved shall adhere to the arrangements for the storage, collection and disposal of refuse and recycling, under the strategy for the Movement of Waste and Recycling Bins at Water Lilies (Bright Green Futures - dated 28th September 2018). The approved details shall be implemented in full unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure a satisfactory appearance and adequate standards of hygiene and refuse collection and in the interests of highway safety.

33. Community hub building

The community hub building shall only be used for the purposes set out in the application and supporting information for a meeting and community space, greenhouse and garden store, and for no other use without the express consent of planning permission.

Reason: Any other use would require a further assessment due to the potential to cause harm to the character and amenity of the surrounding area, in conflict with the adopted policies of the Bristol Development Framework Core Strategy (March 2011) and the Site Allocations and development Management Policies (July 2014).

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Kings Weston Reservoir Tufton Avenue Bristol**

**List of approved plans**

34. 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.

751(P)01 Location plan, received 13 October 2017  
 751(P)02 Site survey, received 13 October 2017  
 751 (P) 03 B Site plan - level 0, received 13 September 2018  
 751(P)04 Site plan - level 1, received 13 October 2017  
 751(P)05 Site plan - level 2, received 13 October 2017  
 751(P)06 Site plan - level 3, received 13 October 2017  
 751 (P) 07 A Site Plan - Level 3 Roof + Air Source Heat Pumps, received 13 September 2018  
 751 (P) 08 B Site transport plan, received 1 June 2018  
 751(P)09 Landscape plan, received 13 October 2017  
 751(P)10 North west elevations, received 13 October 2017  
 751(P)11 South east elevations, received 13 October 2017  
 751(P)12 SW elevations and sections, received 13 October 2017  
 751(P)13 North east elevations and sections, received 13 October 2017  
 751(P)20 House plans - plot 1, received 13 October 2017  
 751(P)21 House plans - plot 2, received 13 October 2017  
 751(P)22 George & Gemma House Plans - plot 3, received 13 October 2017  
 751(P)23 James & Gen House Plans - plot 4, received 13 October 2017  
 751(P)24 House plans - plot 5, received 13 October 2017  
 751(P)25 Cassie & Jonathan house plans - plot 6, received 13 October 2017  
 751(P)26 Laura house plans - plot 7, received 13 October 2017  
 751(P)27 Vashti house plans - plot 8, received 13 October 2017  
 751(P)28 House plans - plot 9, received 13 October 2017  
 751(P)29 James house plans - plot 10, received 13 October 2017  
 751(P)30 House plans - plot 11, received 13 October 2017  
 751(P)31 House plans - plot 12, received 13 October 2017  
 751(P)32 Steffie house plans - plot 13, received 13 October 2017  
 751(P)33 House plans - plot 14, received 13 October 2017  
 751(P)34 House plans - plot 15, received 13 October 2017  
 751(P)35 Sue house plans - plot 16, received 13 October 2017  
 751(P)36 Sam house plans - plot 17, received 13 October 2017  
 751(P)37 House plans - plot 18, received 13 October 2017  
 751(P)38 House plans - plot 19, received 13 October 2017  
 751(P)39 A House plans - plot 20, received  
 751(P)40 Lorna Hristo house plans - plot 21, received 13 October 2017  
 751(P)41 Maria house plans - plot 22, received 13 October 2017  
 751(P)42 Martin Martha house plans - plot 23, received 13 October 2017  
 751(P)43 House plans - plot 24, received 13 October 2017  
 751(P)44 House plans - plot 25, received 13 October 2017  
 751(P)50 Waste/Recycling store - level 0, received 13 October 2017  
 751(P)51 Communal cycle store - level 0, received 13 October 2017  
 751(P)52 Community hub building - level 1, received 13 October 2017  
 LL-338-001 Proposed tree plan, received 12 June 2018  
 Sustainability statement, received 13 October 2017  
 Travel Plan Statement, received 13 October 2017  
 Addendum to Sustainability Statement 17/05700/F, received 20 September 2018

**Development Control Committee B Delegated  
Kings Weston Reservoir Tufton Avenue Bristol**

Movement of Waste and Recycling Bins at Water Lilies, received 1 October 2018  
Construction Environmental Management Plan (Wessex Ecological Consultancy), received  
13 October 2017

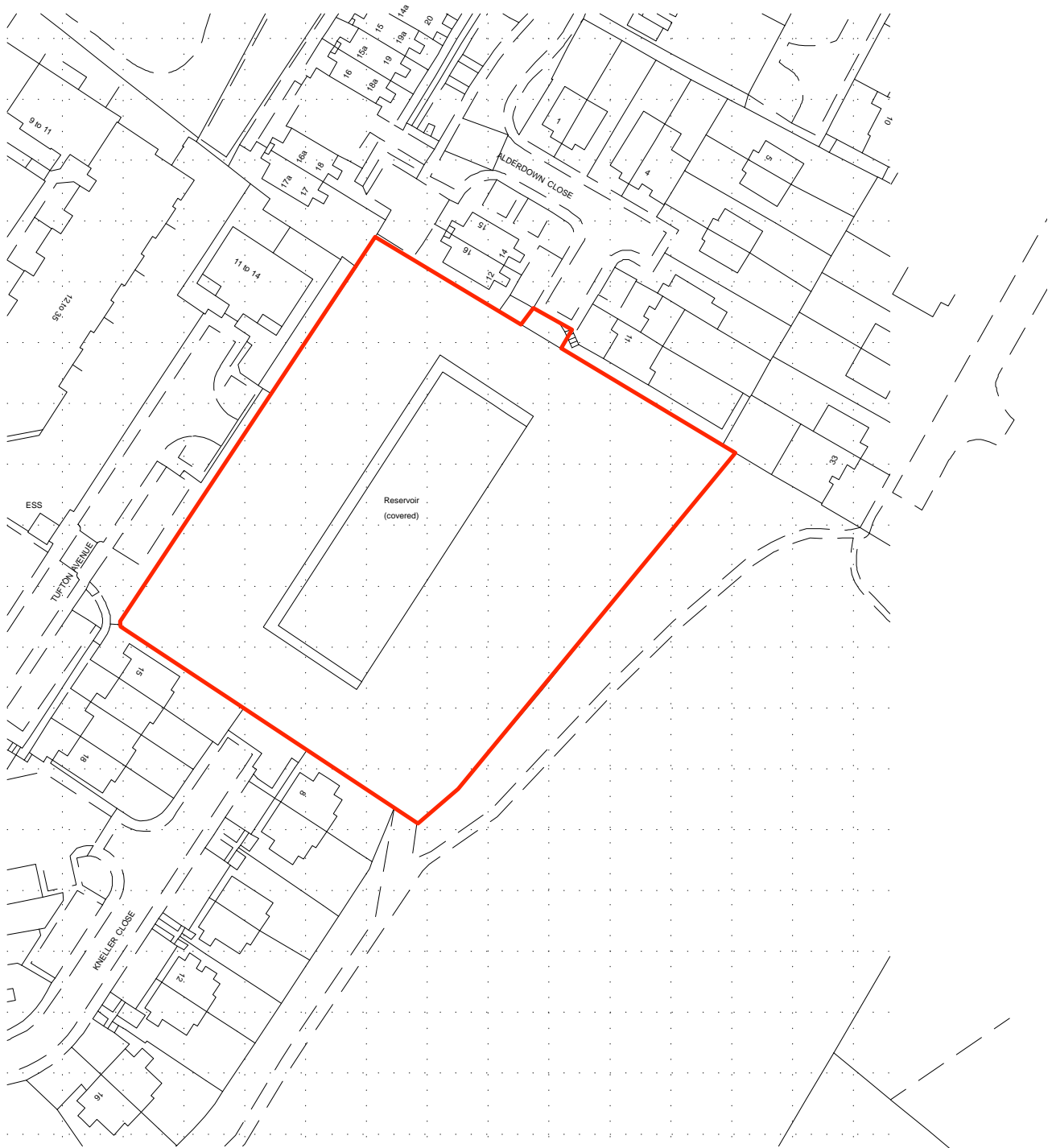
**Advices**

1. Traffic Regulation Order (TRO): In order to comply with the requirements of condition \*\*\*\* you are advised that the implementation of a TRO is required. The TRO process is a lengthy legal process involving statutory public consultation and you should allow an average of 6 months from instruction to implementation. You are advised that the TRO process cannot commence until payment of the TRO fees are received. Telephone (0117) 9036846 to start the TRO process.
2. Advisory Note - PV design guidance:  
  
The applicant is reminded that evidence that the PV design has been approved by an MCS (Microgeneration Certification Scheme) accredited installer to ensure shading is taken into account within the energy generation calculations should be submitted within energy statements and PV details.
3. Construction site noise: Due to the proximity of existing noise sensitive development and the potential for disturbance arising from contractors' operations, the developers' attention is drawn to Section 60 and 61 of the Control of Pollution Act 1974, to BS 5528: Parts 1 and 2: 2009 Noise and Vibration Control on Construction and Open Sites code of practice for basic information and procedures for noise and vibration control" and the code of practice adopted by Bristol City Council with regard to "Construction Noise Control". Information in this respect can be obtained from Pollution Control, City Hall, Bristol City Council, PO Box 3176, Bristol BS3 9FS.
4. BS Standard - tree work: Any works should be completed in accordance with British Standard 3998: Recommendations for tree work, you are advised that the work should be undertaken by a competent and suitably qualified tree contractor.
5. Tree Protection: You are advised to refer to BS5837 : 2012 Trees in relation to construction for detailed information on types of tree protection, protection zones and other relevant matters.
6. Nesting birds: Anyone who takes, damages or destroys the nest of any wild bird whilst that nest is in use or being built is guilty of an offence under the Wildlife and Countryside Act 1981 and prior to commencing work you should ensure that no nesting birds will be affected.
7. Wessex Water requirements: It will be necessary to comply with Wessex Water's main drainage requirements and advice and further information can be obtained from <http://www.wessexwater.co.uk>.
8. You are advised that the planting season is normally November to February.

## Supporting Documents

### 3. Kings Weston Reservoir Tufton Avenue

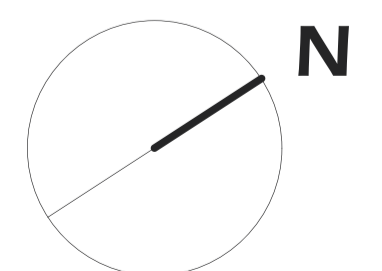
1. Location plan
2. Level 1 – layout
3. Level 2 – layout
4. Level 3 – layout
5. Landscape plan
6. Northwest elevation
7. Southeast elevation
8. Southwest elevation and sections
9. Northeast elevation and sections
10. Approaching views
11. Aerial view



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## Water Lilies, Kingsweston.

Drawing 751(P)01. Location plan. Scale 1:1000 @ A4

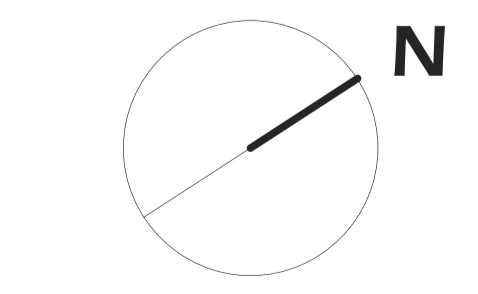


Drawing Title  
**Site Plan - Level 1**

Project  
**Waterlilies,  
Bright Green Futures**  
King's Weston, Bristol

Drawing Number **751(P)04**  
Scale **1:200@A1**  
Date **Sep '17**

**MARSHALL & KENDON**  
ARCHITECTS  
94 Whiteladies Road  
Bristol BS8 2QX  
0117 973 4578  
ma@marshallandkendon.co.uk



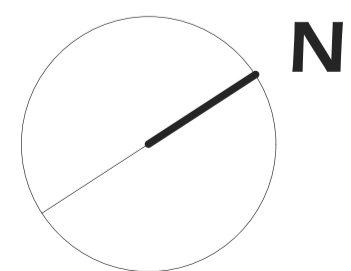
Drawing Title  
**Site Plan - Level 2**

Project  
**Waterlilies,  
Bright Green Futures**  
King's Weston, Bristol

Drawing Number **751(P)05**  
Scale **1:200@A1**  
Date **Sep '17**

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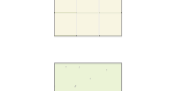


Drawing Title  
**Site Plan - Level 3**

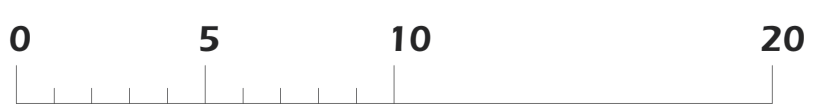
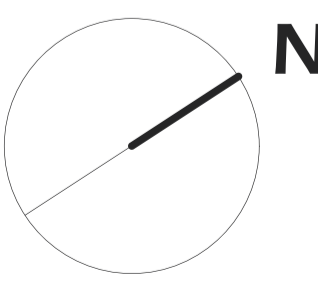
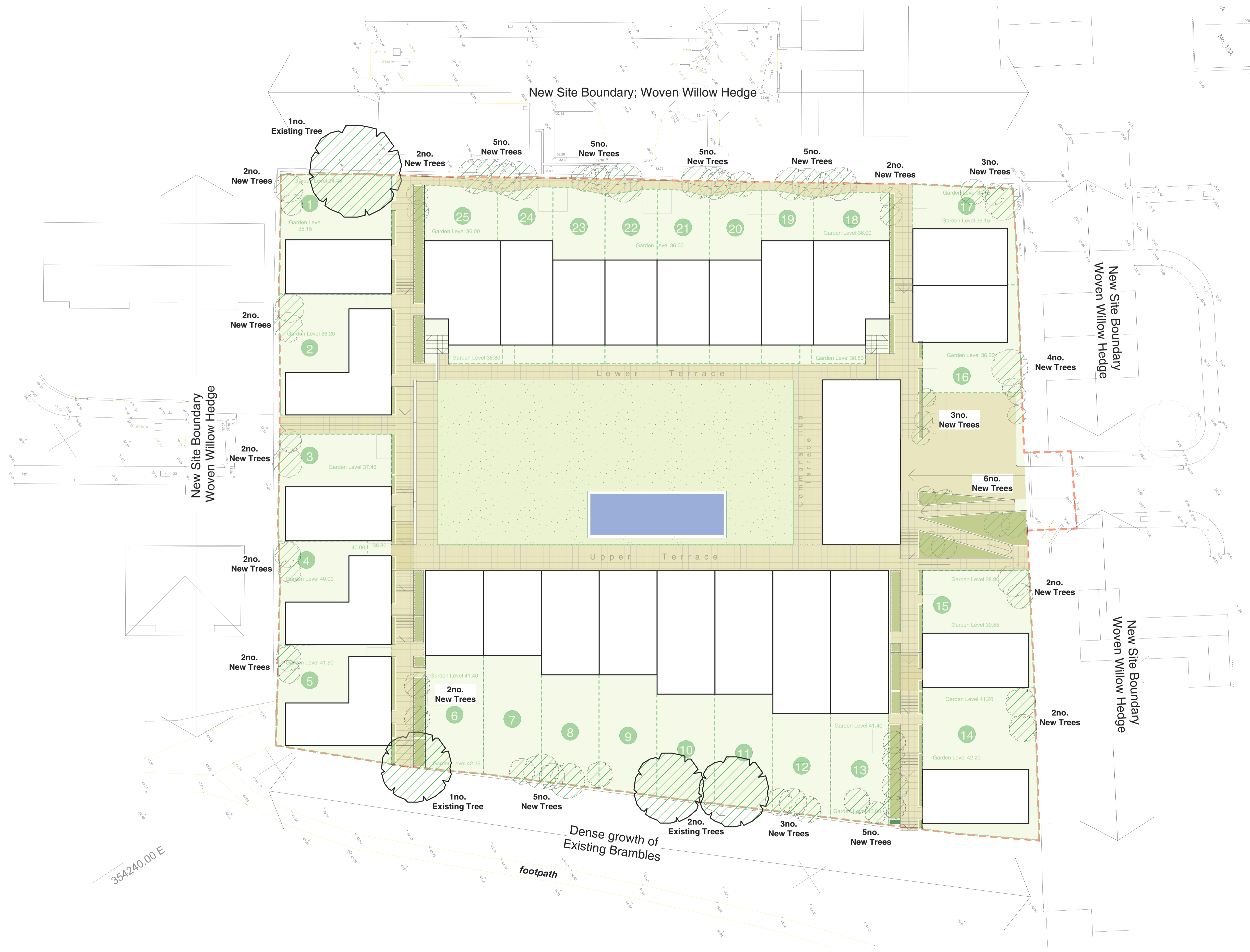
Project  
**Waterlilies,  
Bright Green Futures**  
King's Weston, Bristol

Drawing Number **751(P)06**  
Scale **1:200@A1**  
Date **Sep '17**

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KEY:

-  Existing Tree
-  New Tree
-  Planter
-  Grass (private garden)
-  Porous paving
-  Communal garden
-  Communal pond
-  Building



Drawing Title	Site Landscape Plan	Project	Waterlilies, Bright Green Futures King's Weston, Bristol	Drawing Number	751(P)09	MARSHALL & KENDON ARCHITECTS 94 Whiteladies Road Bristol BS8 2QX 0117 973 4578 mail@marshallandkendon.co.uk
Scale	1:200@A1	Date	Sep '17			



Upper Terrace - North West Elevation



Lower Terrace - North West Elevation



Existing trees shown shaded green.  
New trees shown shaded grey.

North West Boundary Elevation  
(facing Tufton Ave)



Drawing Title  
Site Elevations - NW facing

Project  
**Waterlilies**  
**Bright Green Futures**  
King's Weston, Bristol

Drawing Number 751(P)10  
Scale 1:200@A1  
Date Aug '17

**MARSHALL & KENDON**  
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South East Boundary Elevation  
(facing footpath)



Upper Terrace - South East Elevation



Lower Terrace - South East Elevation

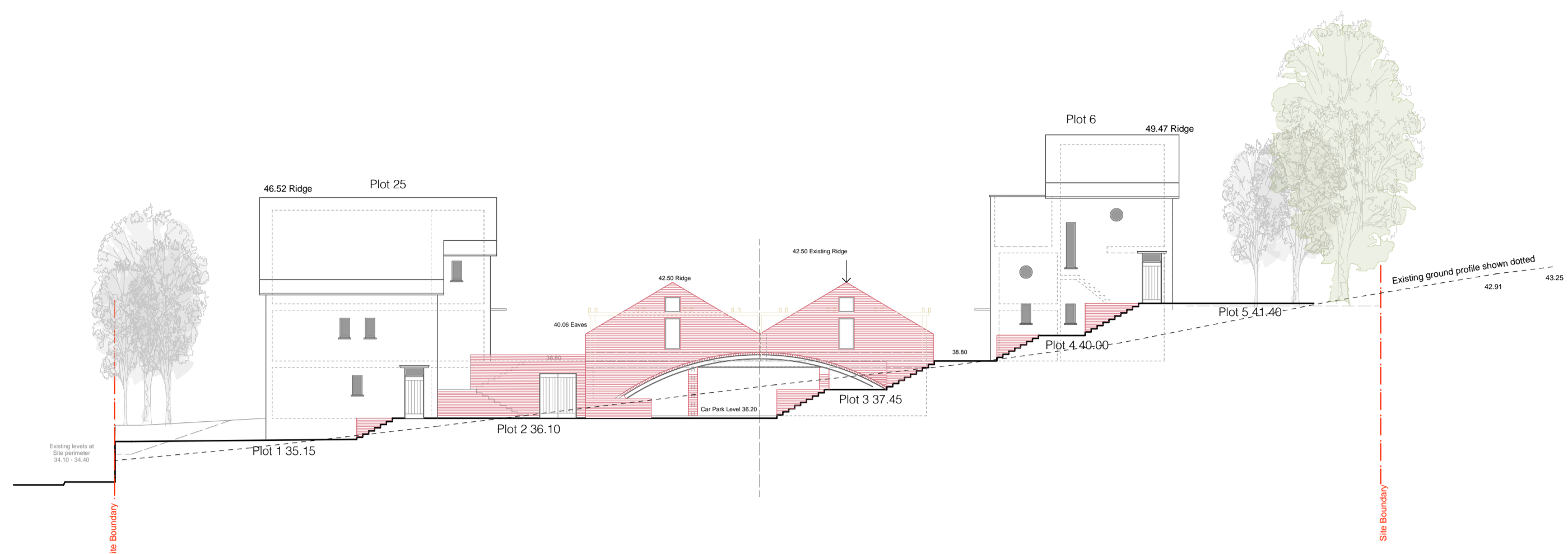


Drawing Title  
Site Elevation - SE facing

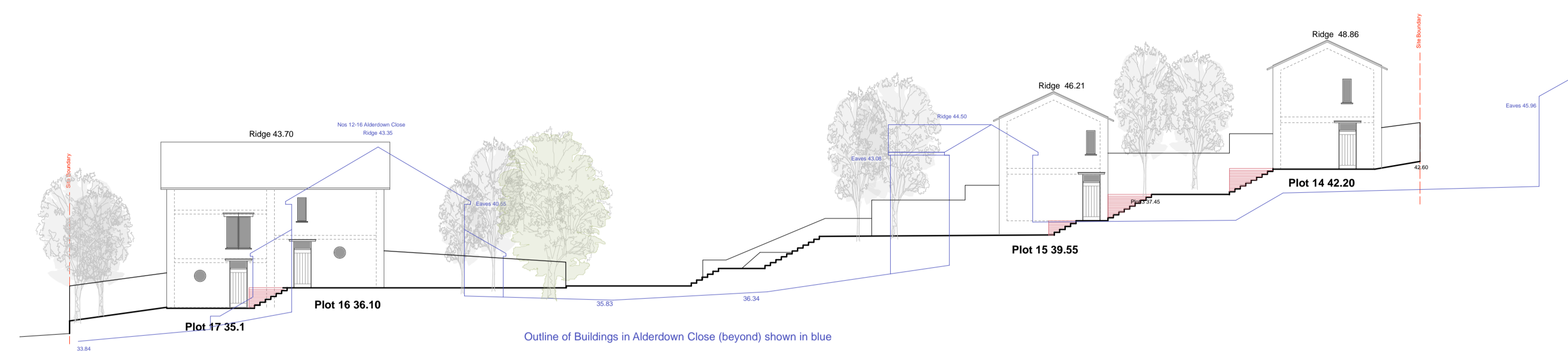
Project  
**Waterlilies**  
**Bright Green Futures**  
King's Weston, Bristol

Drawing Number 751(P)11  
Scale 1:200@A1  
Date Aug '17

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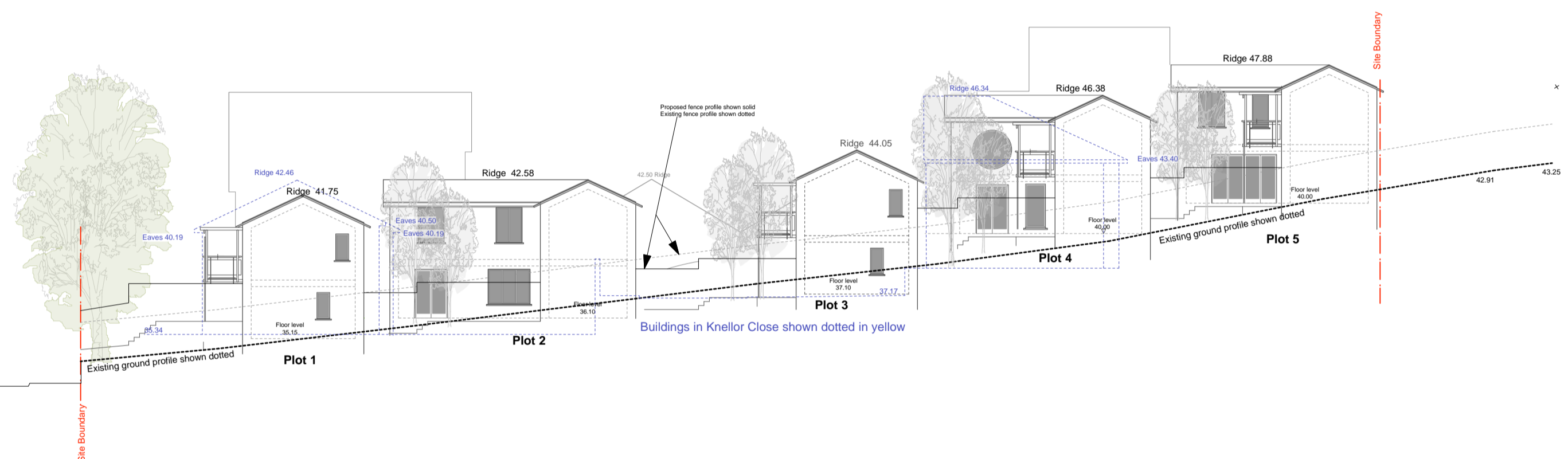


South West Terrace Elevations  
Plots 6-13 and 18-25

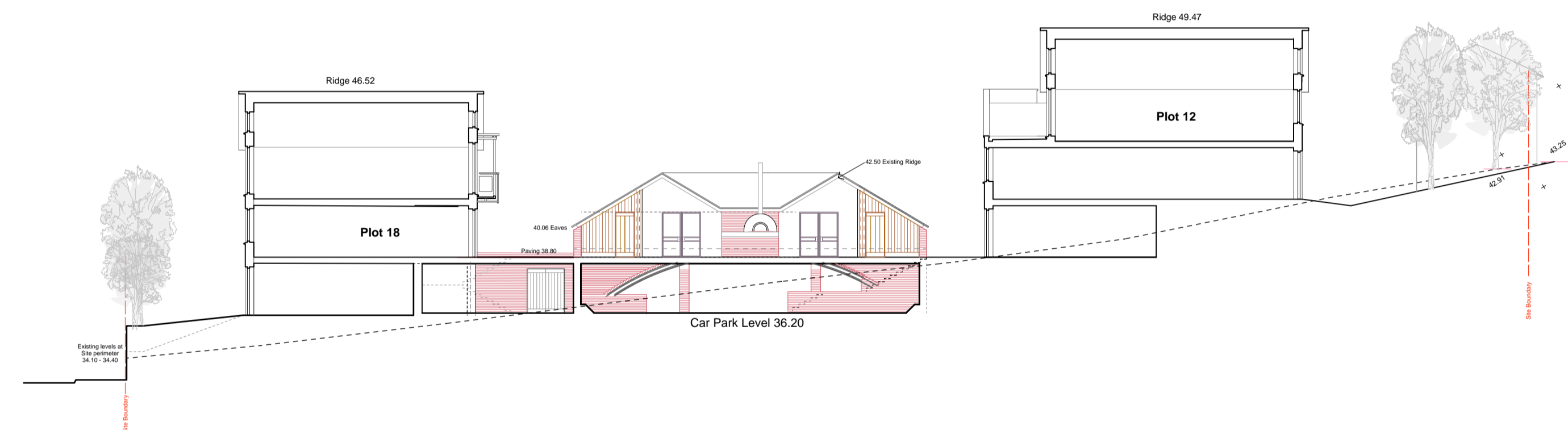


South West Elevations  
Plots 14-17

Page 109



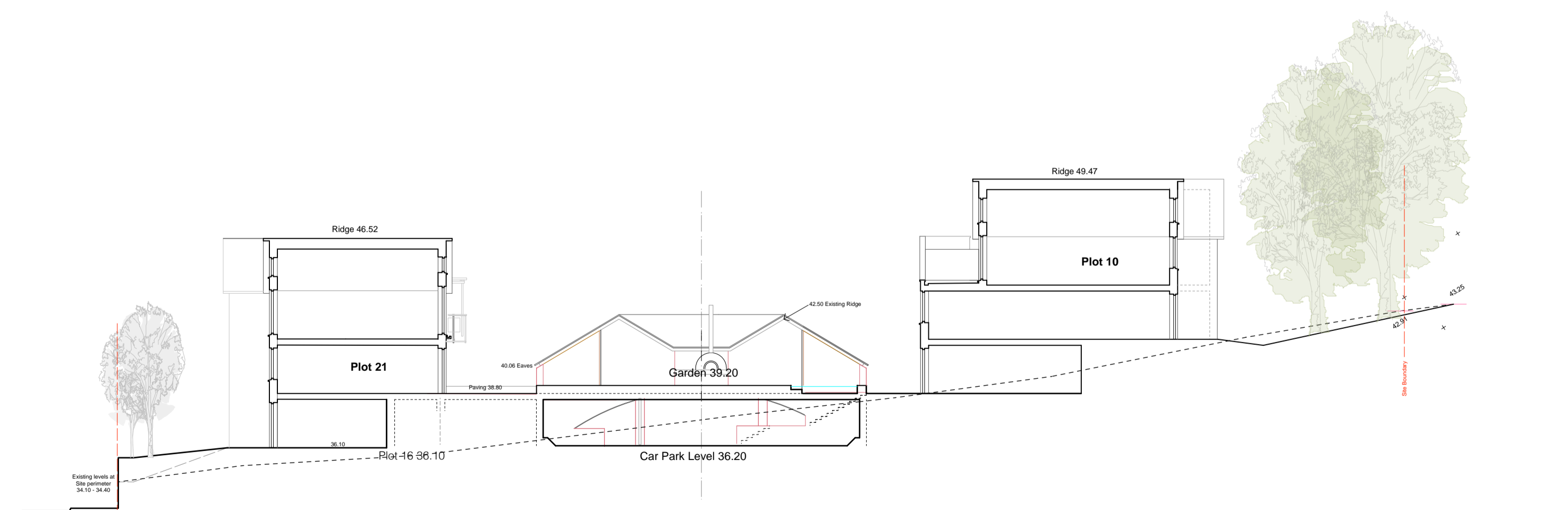
South West Elevations  
Plots 1-5 (with Terraces beyond)



North-west South-east Section  
through Plots 12 and 18



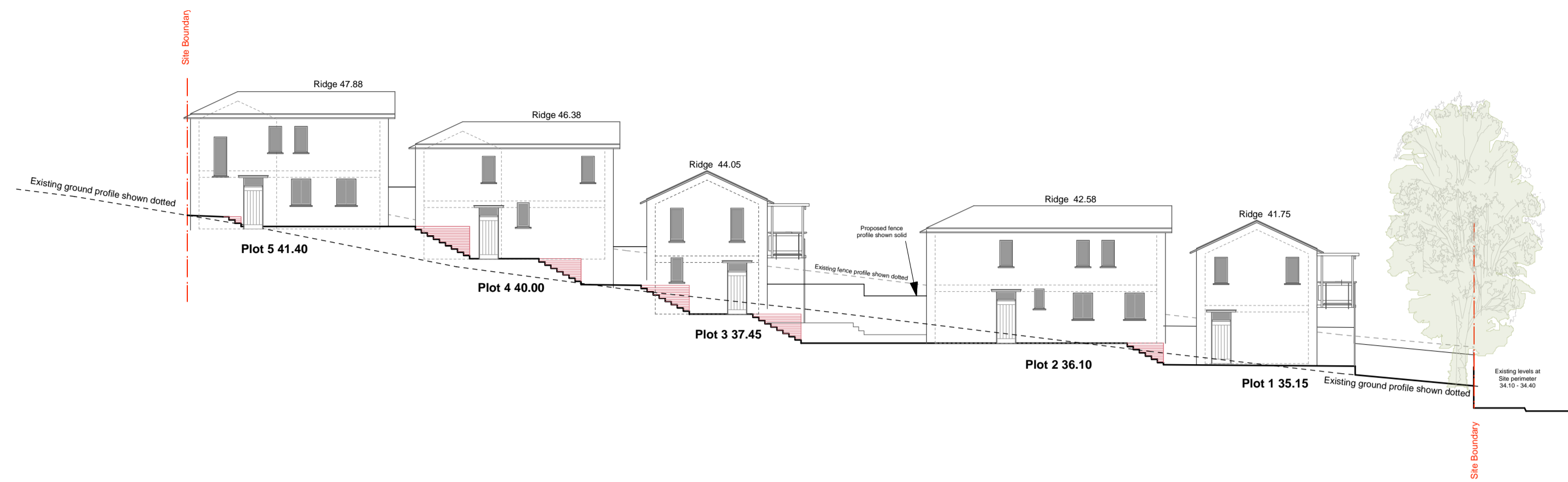
South West Boundary Elevation  
(facing Kneller Close)



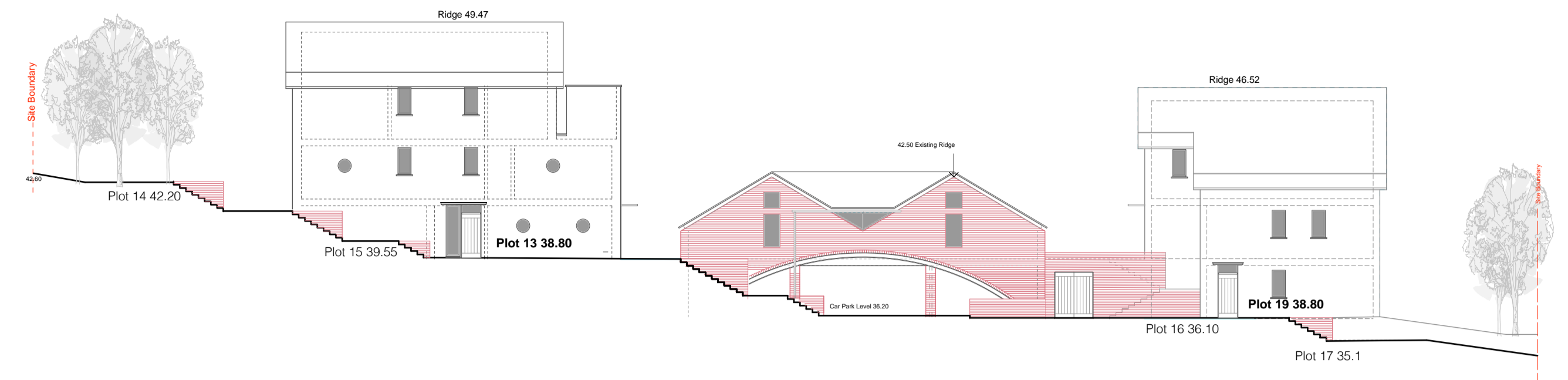
North-west South-east Section  
through Plots 10 and 21



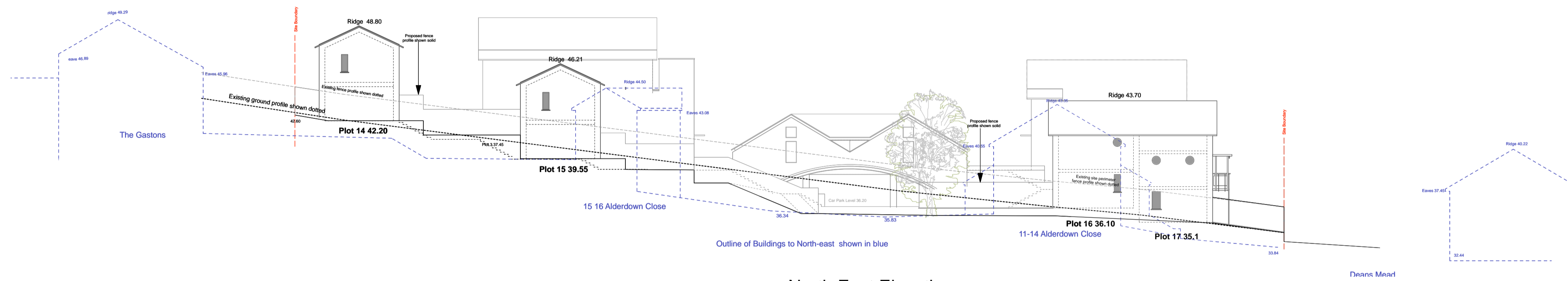
Drawing Title	Project	Drawing Number	<b>MARSHALL &amp; KENDON</b> ARCHITECTS 94 Whiteladies Road Bristol BS8 2QX 0117 973 4578 mail@marshallkendon.co.uk
Site Elevations - SW facing	Waterlilies Bright Green Futures King's Weston, Bristol	751(P)12	
		1:200@A1	
		Aug '17	



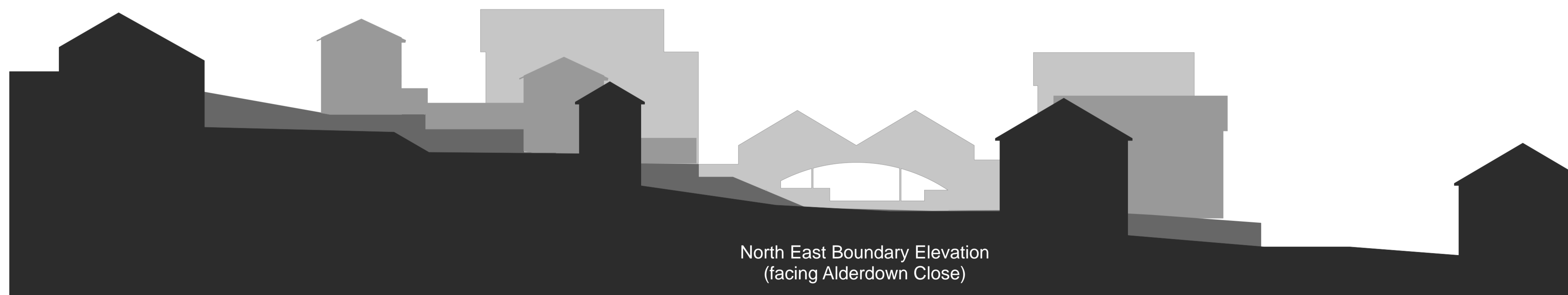
North East Elevations  
Plots 1-5



North East Elevations  
Plots 13 and 19



North East Elevations  
Plots 14-17 (with Terraces beyond)



North East Boundary Elevation  
(facing Alderdown Close)



Drawing Title	Site Elevations - NE facing	Project	Waterlilies Bright Green Futures King's Weston, Bristol	Drawing Number	751(P)13	MARSHALL & KENDON ARCHITECTS  94 Whiteladies Road Bristol BS8 2QX 0117 973 4578 mail@marshallkendon.co.uk
				Scale	1:200@A1	
Date	Aug '17					



Existing View



Existing View

Deans Mead

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Proposed View

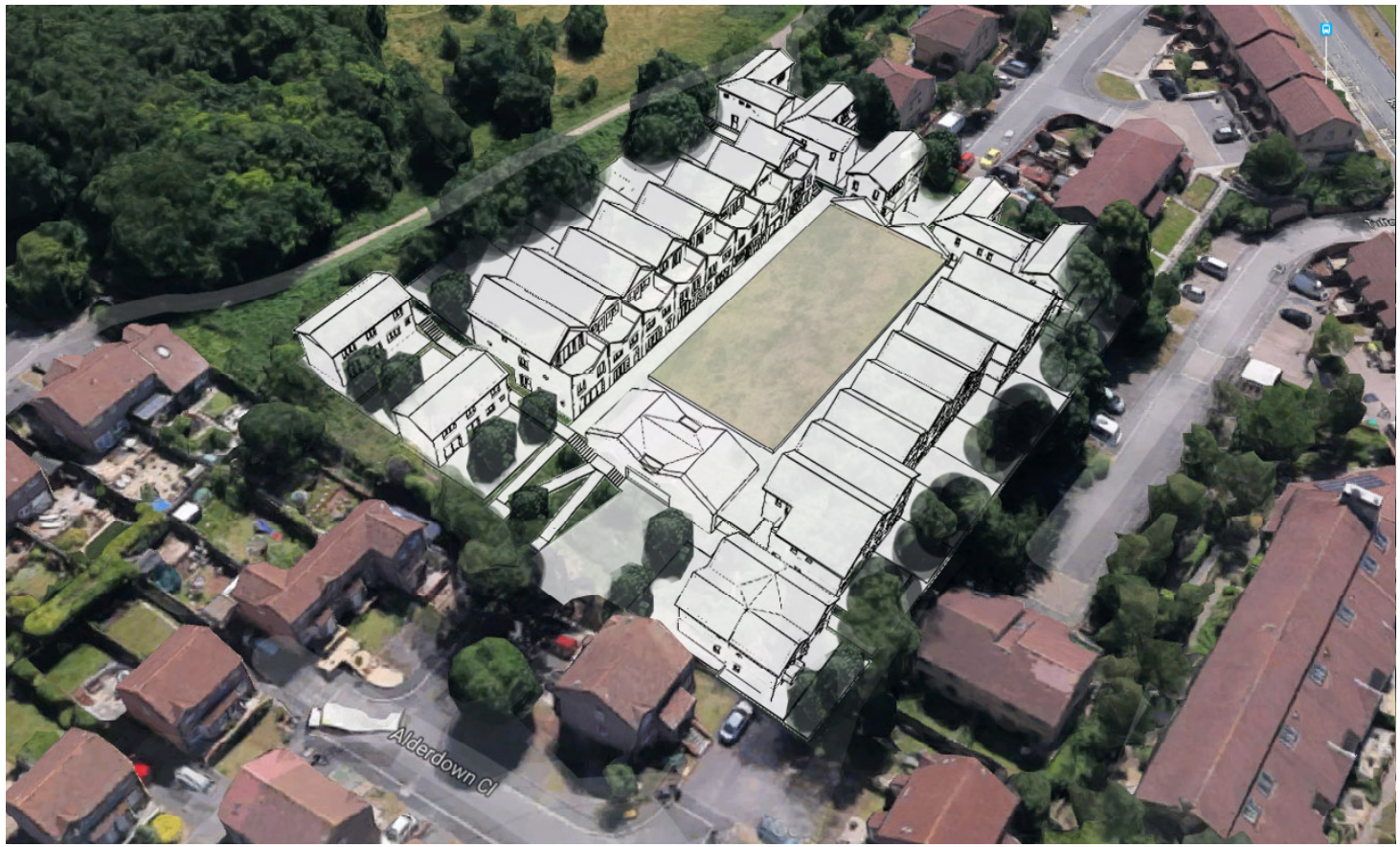
Alderdown Close



Proposed View



Existing View



Proposed View



## Development Control Committee B – 7 November 2018

ITEM NO. 4

**WARD:** Hotwells & Harbourside **CONTACT OFFICER:** Tom Watson

**SITE ADDRESS:** Avon Crescent Bristol BS1 6XQ

**APPLICATION NO:** 18/02968/X Variation/Deletion of a Condition

**DETERMINATION DEADLINE:** 25 September 2018

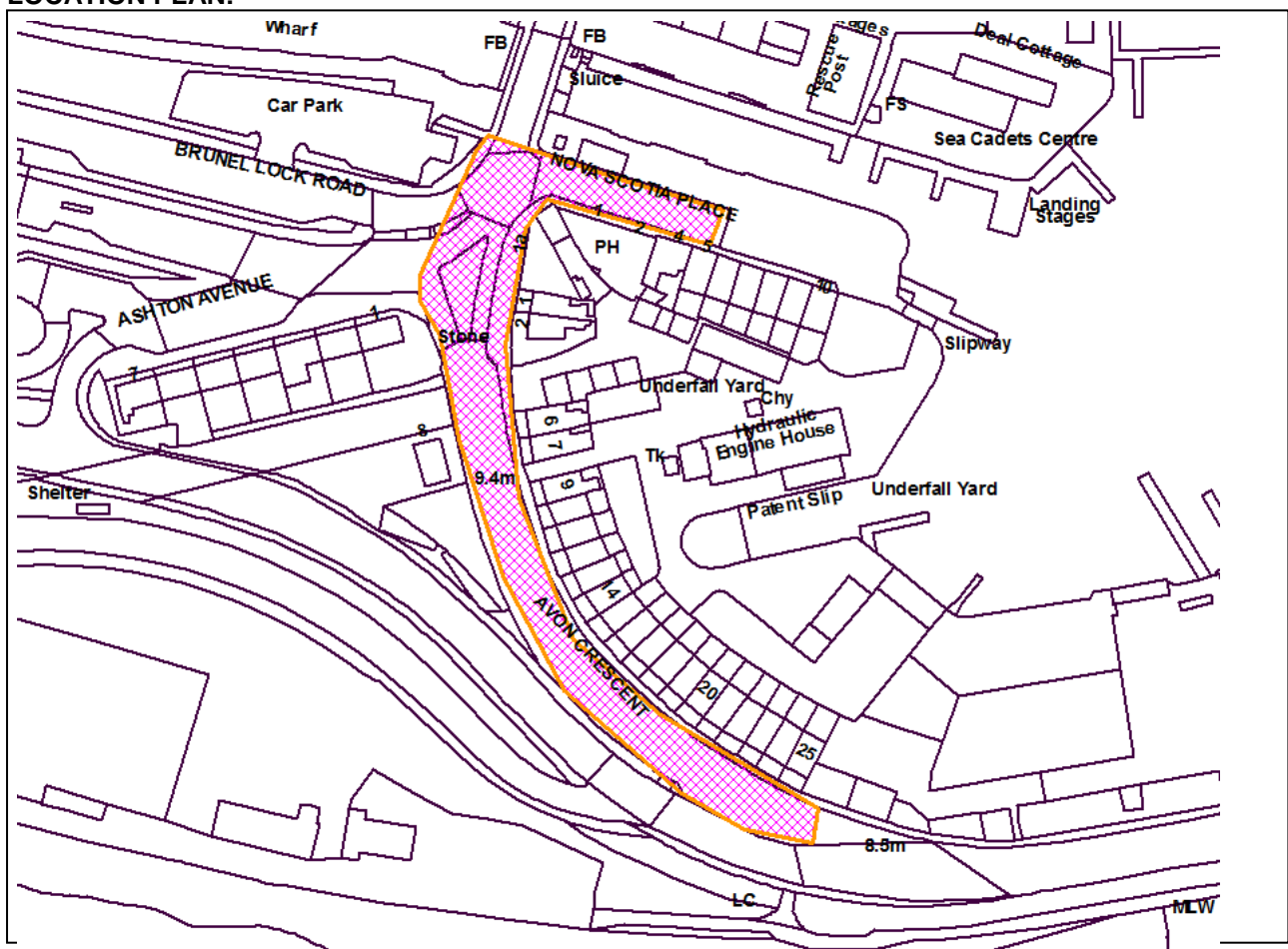
**Application for variation of a condition No. 15 (List of Approved Plans) following grant of planning permission 16/05853/X.**

**RECOMMENDATION:** Grant subject to Condition(s)

**APPLICANT:** Bristol City Council AVTM  
Metrobus Team  
City Hall  
Bristol

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

### LOCATION PLAN:



**Development Control Committee B – 7 November 2018**  
**Application No. 18/02968/X : Avon Crescent, Bristol, BS1 6XQ**

**SUMMARY**

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

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

Since grant of planning permission, applications to discharge conditions have been submitted and approved and construction activity relating to those phases of development that directly relate to the operation of MetroBus have been completed. In 2017, an application to vary planning permission 13/05648/FB was granted, to allow the position of the proposed new bridge at Bathurst Basin to be moved (application ref: 16/05853/X).

Included within the planning permission for AVTM, is a phase of development associated with MetroBus at Avon Crescent which is yet to be constructed. This is comprised of concepts to reduce the volume and speed of motorised through traffic on Avon Crescent, with consequential hard and soft landscaping improvements.

This application (ref: 18/02968/X) seeks to vary the planning permission for AVTM, for an amended scheme of work at Avon Crescent as follows:

- Removal of proposed 'Shared space' highway surface treatment, including hard and soft landscaping.
- Proposed speed table in the north of Avon Crescent, adjacent entrances to pedestrian / cycle access to MetroBus stop at Cumberland Basin.
- Proposed extended footway area between Avon Crescent and McAdam Way.
- Proposed refuge 'island' between one-way exit from Avon Crescent to Cumberland Road and contraflow cycleway, to protect cyclists.
- Removal of realigned retaining wall between Cumberland Road and Avon Crescent.
- Proposed retention of existing retaining wall between Cumberland Road and Avon Crescent, with proposed build out and crossing point across Avon Crescent.

All other features proposed for Avon Crescent by planning permission 13/05648/FB would be retained in the amended scheme, including a one-way exit from Avon Crescent to Cumberland Road, reconfigured junction between Avon Crescent and McAdam Way and an echelon parking layout on Avon Crescent.

During consultation, Councillor Mark Wright has referred the application to DC Committee for concern that the amended scheme at Avon Crescent would not achieve the stated aims of cutting vehicle speeds and vehicle volumes.

Member of the public have raised objection to the amended scheme for reasons relating to: concerns with highway safety, configuration of parking layout adjacent to Underfall Yard, impact on heritage assets, potential noise and vibration impact of the proposed speed table, and concerns regarding air quality emissions arising from the scheme.

Key issues in the report concern highways (including highway safety / parking layout adjacent to Underfall Yard), design and amenity (including noise and air quality pollution).

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The key driver for the scheme approved at Avon Crescent in 2014, is concepts to reduce the volume and speed of motorised through traffic. This matter has therefore been carefully considered by the Applicant and Officers in Transport Development Management in order to agree measures which would make the amended scheme acceptable on highway safety grounds.

Officers in Transport Development Management consider that the shared space aspect of the scheme has been replaced with other highway safety measures, which would have the same effects relating to traffic speed and traffic volume. Subject to further information being provided through planning conditions once contractors are appointed to develop the detailed design, the amended scheme is considered acceptable in terms of pedestrian and cyclist safety. A revised parking layout, to ensure that an appropriate access to Underfall Yard for larger vehicles / boats is retained, would be secured through a specific planning condition.

Whilst the shared space elements of the scheme have been downgraded from a design perspective, some new elements of landscaping are proposed which are supported by City Design Group. A condition (see proposed Condition 9) would be used to secure details of the detailed design and quality material pallet for approval by the Local Planning Authority prior to the phase of work at Avon Crescent commencing.

In terms of other matters arising from the scheme, the proposed development is in accordance with all other relevant policies in the Development Plan. This is evidenced either through information submitted in support of this application, or made acceptable by securing further information through way of planning conditions.

The application is recommended for approval subject to the conditions attached to this report.

## **BACKGROUND**

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

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

Since grant of planning permission, applications to discharge conditions have been submitted and approved and construction activity relating to those phases of the development directly relating to the operation of MetroBus have been completed. In 2017, an application to vary planning permission 13/05648/FB was granted, to allow the position of the proposed new bridge at Bathurst Basin to be moved (application ref: 16/05853/X).

Included within the planning permission for AVTM, is a phase of development associated with MetroBus at Avon Crescent which is yet to be constructed. This is comprised of concepts to reduce the volume and speed of motorised through traffic on Avon Crescent, with consequential hard and soft landscaping improvements.

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

To the north of the substation is a recently constructed pedestrian access from Avon Crescent, heading west to the Cumberland Basin MetroBus bus stop, passing underneath Cumberland Road. Houses on Avon Crescent back onto the historic Underfall Yard, with access for long vehicles / boats taken from a lane joining towards the north of Avon Crescent.

Vehicle access arrangements to and through Avon Crescent have recently been reconfigured, to close normal motorised access to Avon Crescent from Cumberland Road, making it a one-way access arrangement to the south. Access to the northern end of Avon Crescent remains two-way, taken from McAdam Way / Merchants Road near to the Nova Scotia public house.

Avon Crescent is located within the City Docks Conservation Area.

#### **RELEVANT HISTORY**

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

Application 16/05853/X varied an approved plan on planning permission 13/05648/FB to allow for the position of the proposed new bridge at Bathurst Basin to be amended.

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

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

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

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**Application No. 18/02968/X : Avon Crescent, Bristol, BS1 6XQ**

**APPLICATION**

This application seeks consent for the variation of Condition 15 of planning permission 16/05853/X to substitute an approved plan.

As part of planning permission 13/05648/FB (and subsequently on planning permission 16/05853/X), a plan was approved showing a scheme for development associated with AVTM MetroBus at Avon Crescent (Drawing: 201749-PA-316 P1).

The plan included the following key features:

- One-way exit from Avon Crescent to Cumberland Road – closing Avon Crescent to normal motorised traffic entering from Cumberland Road.
- Contraflow cycleway access from Cumberland Road to Avon Crescent.
- Realigned retaining wall between Cumberland Road and Avon Crescent.
- Reconfigured junction between Avon Crescent and McAdam Way including creation of pedestrian footway areas.
- Echelon parking layout for parking bays on west side of Avon Crescent.
- 'Shared space' highway surface treatment, comprised of pennant stone paving / conservation stone paving, hard and soft landscaping.

The Heritage, Design and Access Statement submitted with application 13/05648/FB states that the design principles and concepts were to reduce the volume and speed of motorised through traffic on Avon Crescent, with consequential improvements for residential amenity, the setting of the listed buildings and the safety of pedestrians and cyclists.

This application seeks to amend the approved drawing specifically to (shown on drawing: RS15012 – SK03A):

- Removal of 'Shared space' highway surface treatment.
- Proposed speed table in the north of Avon Crescent, adjacent entrance to pedestrian / cycle access to MetroBus stop at Cumberland Basin.
- Proposed Extended footway area between Avon Crescent and McAdam Way.
- Proposed refuge 'island' between one-way exit from Avon Crescent to Cumberland Road and contraflow cycleway, to protect cyclists.
- Removal of realigned retaining wall between Cumberland Road and Avon Crescent.
- Proposed retention of existing retaining wall between Cumberland Road and Avon Crescent, with proposed build out and crossing point across Avon Crescent.

All other features proposed by planning permission 13/05648/FB would be retained, including the one-way exit from Avon Crescent to Cumberland Road, reconfigured junction between Avon Crescent and McAdam Way and an echelon parking layout on Avon Crescent.

The detailed design for the scheme would be developed following the appointment of a contractor to undertake the works in Avon Crescent. It would be the contractor, working with the Applicant, who would develop the detailed design for the scheme. The detailed design for the scheme would be secured by planning conditions – as per planning permission 13/05648/FB (and subsequently on planning permission 16/05853/X).

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The Supporting Statement submitted with the application states that the main reason for the proposed amendments is associated with the cost of constructing AVTM MetroBus.

**RESPONSE TO PUBLICITY AND CONSULTATION**

Site notices have been issued, press advert published and letters sent to neighbouring properties.

Following responses from members of the public and consultees, a revised plan and additional information were received from the Applicant on 3 September 2018. Local residents were re-consulted on this information, with an expiry date of 18 September 2018.

The Applicant submitted an updated Environmental Statement (ES) Addendum on 24 September 2018. To ensure compliance with the EIA Regulations, an additional round of consultation was undertaken by the Local Planning Authority on the application beginning 11 October 2018, for a period of 21 days.

Comments received on the revised plan and on additional information relating to the scheme have been considered and are included in this report.

**GENERAL RESPONSE FROM THE PUBLIC**

On the original application, there were 18 replies from neighbours, all of which were in objection.

Comments were made in objection on the following grounds:

- Concern that the proposed echelon parking layout will restrict access from Avon Crescent to Underfall Yard for long vehicles / boats.
- Concern that cyclists / pedestrians will use the pavement to cycle / pedestrians when Underfall Yard is closed, which is dangerous.
- Concern that proposed speed table will not slow road traffic / reduce traffic volume, and is being built on reclaimed land.
- Concern with design of reconfigured junction between Avon Crescent and McAdam Way.
- Driver sightlines between Avon Crescent and Cumberland Road.
- Safety of cycleway between Cumberland Road / Avon Crescent – request for refuge point at the junction.
- Removal of conservation material highway treatment and hard / soft landscaping will impact upon setting of Avon Crescent and heritage assets.
- Potential noise and vibration impact of proposed speed table on Avon Crescent properties.
- Proposed amendments would have a negative impact on air quality emissions.

Following the submission of a revised plan and additional information in September 2018, neighbours were re-consulted for a period of 14 days. In response to the revised plan there were 5 replies from neighbours, all in objection.

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Comments were made in objection to the revised plan on the following grounds:

- Concern with assessment contained within the ES Addendum relating to highway safety.
- ES Addendum incorrectly identifies road traffic signals as being removed from the scheme.
- Concern that cyclists / pedestrians will use the pavement to cycle / walk when Underfall Yard is closed, which is dangerous.
- Driver sightlines between Avon Crescent and Cumberland Road would be insufficient.
- Removal of 'turning area' for motor vehicles from the scheme.
- Concern that proposed echelon parking layout will restrict access from Avon Crescent to Underfall Yard for long vehicles / boats.
- Concern regarding vehicle speeds along Avon Crescent.

The Applicant submitted an updated Environmental Statement (ES) Addendum on 24 September 2018. To ensure compliance with the EIA Regulations, an additional round of consultation was undertaken by the Local Planning Authority on the application beginning 11 October 2018, for a period of 21 days.

At the time of writing, no comments have been received following the additional round of consultation on the application that begun on 11 October 2018. Should any comments be made before the deadline (1 November 2018), then these will be reported to DC Committee on the Update Sheet.

**COMMENTS FROM COUNCILLORS**

Councillor Mark Wright - Objection

Councillor Mark Wright referred this application to Planning Committee on 20 June 2018 for the following reason:

'This is an extremely controversial amendment to the existing plans, which has been argued over between the Council and the local community for two years now. The initially planned "shared space" scheme for this area has been dropped and an unsatisfactory set of minor works have been put in its place, which will not achieve the stated aims of cutting vehicle speeds and volumes. The changes at this point are of interest not just to those living in the local roads, but also to stakeholders in the Harbour, and to cyclists and MetroBus users, all of who funnel through the area.'

Councillor Wright subsequently made the following comments on the original application:

'The current application doesn't meet the key objectives of the original scheme. It suffers from the budget having been cut too severely to facilitate a scheme of any real substance.'

The scheme as advertised has the following specific problems:

- The pavement on the east side of the road should be widened; this is because this is a busy pavement and is the only route around here when the Underfall quayside is shut.
- There needs to be more traffic calming on the pedestrian crossing at the southern end of the road.

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- The objection from Underfall Yard regarding parking opposite the exit of their area must be addressed.
- The vibration impact of a speed table should be investigated, and if there is likely impact on the houses it should be removed. In addition this device only slows traffic in its vicinity, not the rest of the road.
- The current measures to stop traffic trying to enter Avon Crescent from Cumberland Road are insufficient.

It's obviously a great shame that the "re-routing" option was not progressed. This option would have solved all the problems that this variation seeks to address, and was fully funded. The Mayor chose to kill that option, and it now appears likely that his motivation was the plans he now has to redevelop the Cumberland Basin with the help of major property developers. Given the vast amount of money that will generate, it is only fair that the Council should spend a little more than it has proposed to here in order to solve the problems generated by it.'

### **COMMENTS FROM GROUPS**

#### **Bristol Civic Society – Comment**

Bristol Civic Society commented on the application as follows:

'This scheme has a long planning history going back to 2013.

It seems from the BCC Transport submission for the planning amendment that the major reason for withdrawing the pedestrianisation proposal is cost.

However, we also understand that a major consideration is Avon Crescent's role as a significant route for motor traffic:

- Underfall Yard to bring in and out large boats on trailers.
- HGVs to access the Cumberland Road route – it is on an extra-wide HGV route.
- The Cumberland Road route to act as a relief road when there are congestion issues elsewhere.

Perhaps the twisty two-way re-routing using Brunel Lock Road also does not fit in with future re-development plans for the Cumberland Basin area for housing ("Western Harbour").

The Society does not have sufficient reason for challenging the decision in principle, especially if the major driver is cost. The Society therefore confines itself to comments on the design of the scheme as presented.

However, we have sympathy for the residents' desire for a quiet street, especially as they had their hopes raised that they would get their wish. We struggle to see how the revised plan can be judged to "meet the key objectives and impact of the original scheme". Unfortunately, like residents of many other streets, they will have to continue to endure a constant flow of traffic down their street. In addition, they face constraints on traffic-calming and place-making measures as a result of occasional and contingency uses of the street.

Given the need for access by wide vehicles, it is very difficult to design in pedestrian-friendly measures. But we think more effort should be given to making the traffic calming effective, and give the street some sense of place. Perhaps BCC City Design could help in designing this.



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We suggest:

- The entrance to Avon Crescent could have a different surface to give a subtle signal to drivers heading south towards Cumberland Road that they are entering a residential street. This cannot be paved because that would not support heavy vehicles, but some sort of cobbled or colour-delineated surface could be used. White-line hatching is appropriate treatment for a highway where movement is the main design consideration; here, in a Conservation Area, a place-making treatment is more appropriate.
- The speed table at the exit to the cycle route should also be colour-delineated.
- There needs to be more traffic calming treatment at the pedestrian crossing towards the southern end, so that traffic speed is moderated over the whole of Avon Crescent – e.g. surface treatment, slight build-out with bollard on the east side of the road, narrower road width is possible.
- There should be more than one tree on the extended footway area at the north end. There could be trees placed in gaps between the diagonal parking spaces.

Two other points:

- Avon Crescent forms part of the Harbourside Walkway route. As such, it deserves a wider footway and better signage. The route through Underfall Yard, for example, is easily missed.
- The Underfall Yard request for parallel parking spaces opposite their exit/entrance seems reasonable.

In general some three-dimensional drawings would help in assessing the merits or otherwise of the scheme.

**Bristol Cycling Campaign – Objection**

Avon Crescent forms a key cycling and walking route around the western end of the harbour and from south Bristol via Ashton Avenue Bridge. Bristol Cycling Campaign do not believe that the proposed S.73 amendment meets the standard required for these routes in this location, nor does it meet the intention of the original consented shared space scheme.

Avon Crescent is part of a short section of 20mph speed limit in between 30mph limits in Hotwells and Cumberland Road, and as such compliance with the speed limits is low, despite being a residential street with cyclists and pedestrians turning onto and across the road from the Underfall Yard and from Ashton Avenue Bridge. Numbers of pedestrians and cyclists will inevitably increase once the M2 metrobus route is opened in the near future.

Bristol Cycling Campaign believe an alternative scheme based on the two way re-routing consulted on in 2016 would enable a safe low traffic connection between existing routes and remove through traffic from a residential street. The reasons given for rejecting this proposal (the occasional movements of large vehicles to and from the Marina) are not substantial and can be resolved with the use of removal bollards or other measures.

Therefore Bristol Cycling Campaign recommend this application is refused.

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**Hotwells and Cliftonwood Community Association – Objection**

HCCA fully supported the idea of closing Avon Crescent and fought for money from the Neighbourhood Partnership to assist with this plan. This is still the best option for the residents and would cause very little or no inconvenience to anyone else given the special arrangements to have access to the Underfall Yard.

We would press BCC to think again and bring back this plan. We understand from BCC that there were no substantive objections that could not easily be answered or overcome. This underpins our objections to this plan.

HCCA objects to this application on the following grounds:

1. The plan does not show the roads as they now are. For some reason we have no metro bus route all of a sudden
2. To talk of possible changes is not a plan. It is incomplete
3. There is nothing here that really offsets the imposition of a two-lane highway in the immediate vicinity. There should be some sort of community benefit in the circumstances.
4. Whilst there is an entry space for cyclists from Cumberland Rd there is no safe route for those cycling North. There should be designated space clearly delineated from the main carriageway – a different colour tarmac.
5. It seems from the fact that bollards have had to be out at the entrance from Cumberland Rd that the road markings and build outs to stop traffic entering Avon Crescent are inadequate.
6. Speeding traffic has long been a problem here and remains so despite resident efforts. We know there are considerable concerns regarding the adverse impact of speed tables, not least on house vibration. We urge the planners to enter into constructive dialogue with residents on the best way to calm traffic in this street.
7. We do not believe there is any good reason not to plant trees as in the earlier plan. Time was when it was Bristol Green Capital. This should be maintained in some small degree in this area by planting trees.
8. Where is there any delineated turning space for residents - which will need to be very clearly marked.

**COMMENTS FROM CONSULTEES**

**Transport Development Management – No objection**

Transport Development Management has commented as follows:

Transport Development Management (TDM) had concerns with the originally submitted proposal (June 2018) due to the white lined over run area to the north, at the junction between Avon Crescent and McAdam Way. Concerns were raised regarding vehicles cutting across the white lining at speed prior to the speed table. The Applicant has now addressed this concern through providing an over run area consisting of different surface materials. This is now considered acceptable as a speed reduction feature as the overrun is physically demarcated but still useable by larger vehicles.

The proposed build out to the south of the site as a pedestrian crossing point is deemed acceptable and presents a positive when compared to the previous scheme (approved in 2014). TDM however seek the distance required for a pedestrian to cross be minimised as practically as possible when the safe passage of extra wide vehicles has been taken into account (to be secured through planning condition requiring detailed design). TDM notes a refuge island to the south at

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the junction between Avon Crescent and Cumberland Road has also been introduced as a protection measure for cyclists.

Following the previously submitted plans and TDM's concerns regarding road safety (June 2018), the junction between McAdam Way and Avon Crescent has been reprofiled to tighten the junction radii. As per MfS (2007) tightening of the junction will ensure a reduction in vehicle speeds. Vehicles entering Avon Crescent from McAdam Way will therefore do so at a reduced speed. This element combined with the proposed speed table will reduce speeds along Avon Crescent.

Visibility splay - Transport Development Management are satisfied with the visibility splay from Avon Crescent onto Cumberland Road resulting from the amended scheme, given the approach speed of 20mph along Avon Crescent and on this section of Cumberland Road. The installation of the cycle refuge island would force drivers to approach further away from the existing retaining wall, thus increasing the distance of visibility. There has not been a material increase in accidents at this location since vehicles have been prohibited from turning onto Avon Crescent from Cumberland Road. There is therefore no objection to the removal of the realigned retaining wall between Cumberland Road and Avon Crescent.

Turning area – Transport Development Management are satisfied that there is ample space provided adjacent to the proposed parking bays on Avon Crescent to accommodate turning vehicles. It is considered that no further change is required to the scheme regarding a turning area.

TDM agree with the findings that have been presented within Section 4.1 of the Environmental Statement Addendum. The proposed amendments to the scheme will not have a material impact in terms of transport, and TDM therefore deem the amendments to be acceptable.

TDM recommend approval of the application subject to the following condition:

*Installation of speed table and vehicle run over – Shown on approved plans*

*No building or use hereby permitted shall be occupied or the use commenced until the speed table and vehicle run over have been completed in accordance with the approved plans.*

*Reason: In the interests of highway safety.*

**City Design Group – No objection**

City Design Group has commented as follows:

These comments comprise Urban Design / Landscape / Conservation / Archaeology Officers.

The least appealing aspect of the scheme (June 2018) relates to the white lined over run for HGVs between McAdam Way and Avon Crescent. Visually this affected the approach to Nova Scotia Place – a characterful waterfront area of the historic harbour. This has now been revised in an updated drawing (September 2018), a quality surface treatment will be required for the overrun area.

Generally, if comparing the approved scheme (2014) with the revised scheme (2018), then a downgrading of the landscape elements is found. I understand that the detailed design of the revised scheme will be presented following the appointment of a contractor, and the use of planning conditions should be the mechanism to secure these details for the Local Planning Authority's approval. This would include all hard landscaping (paving, surfaces, edge details), soft landscaping, street furniture and street lighting.

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There is no objection from a perspective of conservation and archaeology. It is noted that the Applicant would need to undertake construction work will be monitored and recorded by an archaeologist in accordance with the Written Scheme of Investigation approved in 2016.

**Air Quality** – No objection

The Council's Air Quality Officer has commented as follows:

I agree with the overall conclusions of the Environmental Statement Addendum in terms of air quality. As there is no material change predicted in terms of traffic flow or speed, there would similarly be no significant changes in emissions or concentrations of regulated pollutants. The table of results shown in the ES Addendum indicates a beneficial impact under the two scenarios of fleet emissions reduction and this is consistent with the changes proposed. The difference between the 2014 and 2018 schemes is not specifically modelled, but I do not think that this is necessary, given the minor variations between the schemes.

I find the impact of the scheme realistic and I can see no reason why the changes from the 2014 to 2018 design would lead to an unacceptable, or even perceptible operational impact on air quality. Similarly, in terms of construction dust the two schemes would not appear to differ. A suitable Construction Environmental Management Plan is recommended to mitigate dust arising during construction.

**Environmental Health (Noise & Vibration)** – No objection

The Council's Environmental Health Officer has commented as follows:

Speed control cushions and road humps can produce perceptible levels of ground-borne vibration. This can lead to complaints under the most severe conditions and anxieties concerning building damage. However, even under these worst-case conditions it is very unlikely that the introduction of a speed table would pose a significant risk of even minor damage to property. Research also finds that there is a need to carefully consider the siting of these profiles in order to avoid causing vibration nuisance.

From reviewing the proposed plan, I consider that the speed table is positioned in the best position on Avon Crescent. However, I consider that the Applicant should provide further information through a planning condition to show the design of the speed table and what the likely noise and vibration impacts would be.

The following planning condition is therefore requested:

*Details of speed table*

*There shall be no installation of a speed table at the northern end of Avon Crescent until details of its design, any noise or vibration mitigation measures, likely noise and any likely noise or vibration impacts on neighbouring residential properties has been submitted to and approved in writing by the Council.*

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

*Reasons: In the interests of residential amenity.*

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**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?**

Policy BCS10 of the Core Strategy supports the delivery of significant improvements to transport infrastructure to provide an integrated transport system. Policy DM24 safeguards land to enable the future provision of the MetroBus route and stops from Ashton Vale to the city centre.

The application relates to planning permission granted for the revised route of the Ashton Vale to Temple Meads (city centre) section of the MetroBus, and the principle of development is therefore supported by the development plan.

Given that this application relates to an existing planning permission, key issues in this report relate to the detail of the proposed amendment and whether it would result in a scheme that is acceptable in planning terms.

**(B) IS THE PROPOSED AMENDMENT ACCEPTABLE ON HIGHWAY SAFETY GROUNDS?**

Policy BCS10 and Policy DM23 require that development does not give rise to unacceptable transport and highway safety grounds 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.

The proposals at Avon Crescent in the planning permission granted in 2014 (application ref: 13/05648/FB) were developed primarily to address matters relating to highway safety. As the key driver for the scheme, Officers in Transport Development Management (TDM) have carefully considered the acceptability of the proposed amendments in terms of highway safety.

In summary, the application proposes the following amendments to the scheme from a highways perspective:

- Removal of 'Shared space' highway surface treatment.
- Proposed speed table in the north of Avon Crescent, adjacent entrance to pedestrian / cycle access to MetroBus stop at Cumberland Basin.
- Proposed extended footway area between Avon Crescent and McAdam Way.
- Proposed refuge 'island' between one-way exit from Avon Crescent to Cumberland Road and contraflow cycleway, to protect cyclists.
- Removal of realigned retaining wall between Cumberland Road and Avon Crescent.

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- Proposed retention of existing retaining wall between Cumberland Road and Avon Crescent, with proposed build out and crossing point across Avon Crescent.

All other highways features proposed by planning permission 13/05648/FB would be retained, including the one-way exit from Avon Crescent to Cumberland Road, reconfigured junction between Avon Crescent and McAdam Way and an echelon parking layout on Avon Crescent.

In response to the general arrangement plan submitted with the application in June 2018, Officer's in TDM raised concerns due to the white lined over run area that was proposed to the north of Avon Crescent, at the build out junction with McAdam Way, due to the likelihood of vehicles cutting across the white 'highways style' lining at speed prior to entering Avon Crescent. In response, the Applicant submitted a revised plan in September 2018 to address the concern raised by TDM by providing an over run area consisting of a different surface material. This is now considered acceptable by TDM as a speed reduction feature as the over run is physically demarcated, but would still allow for access by longer vehicles / boats wanting to access Avon Crescent.

In the revised plan, the junction between McAdam Way / Avon Crescent has been re-profiled to tighten the junction radii, thus requiring a slower and more deliberate turn into Avon Crescent from traffic heading southbound. Officers in TDM have confirmed that the tightening of the junction will ensure a reduction in vehicle speeds for vehicles entering Avon Crescent from McAdam Way. Officers in TDM have confirmed that this element of the scheme, combined with the proposed speed table, would lead to an acceptable reduction in vehicle speeds along Avon Crescent that is consistent with the original scheme. A planning condition has been requested by TDM to ensure that the speed table has been constructed prior to the rest of the scheme being completed at Avon Crescent.

The Applicant has submitted an Environmental Statement (ES) Addendum in support of the application, which provides an assessment of the highways aspects of the proposed amendment in comparison to the original scheme.

The assessment within the ES Addendum considers each of the proposed amendments to the scheme and whether they would result in a material change to effects on Avon Crescent. The ES Addendum finds that as a result of removing the 'shared space' status of Avon Crescent, there would be no change in predicted trip generation from vehicles and consequently traffic flows. The ES Addendum concludes that there would be no material change to transport and traffic between the approved scheme at Avon Crescent (2014) and the proposed amended scheme (2018).

Officer's in TDM have considered the assessment presented in the Applicant's ES Addendum, and agree with the findings that there would not be a material impact in terms of transport and traffic resulting from the amended scheme.

Concern has been expressed by some members of the public with regards to pedestrian safety, and in particular providing appropriate crossing points within the scheme. It is noted that the application proposes pedestrian build out points to the north, tied to the proposed speed table, and to the south, adjacent to steps down from Cumberland Road. Should planning permission be granted, a planning condition would be included requiring the Applicant to submit a plan demonstrating a review of crossing points in Avon Crescent, to ensure that they observe pedestrian desire lines. This work would be undertaken by the Applicant's contractor, once appointed and undertaking detailed design work.

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In terms of the safety of cyclists, a contraflow is proposed at the junction between Cumberland Road and Avon Crescent, going against traffic existing Avon Crescent southbound. Members of the public have commented that the contraflow could be dangerous for cyclists entering / exiting Avon Crescent and waiting at the junction. As a protection measure, the application includes a cyclist refuge island on the junction. Officers in TDM have reviewed this and are in support of this as a means of protecting cyclists, with it considered that this is an improvement on the approved scheme.

Concern has also been raised by members of the public that removing the proposed realigned retaining wall between Avon Crescent and Cumberland Road would result in insufficient sightlines for drivers entering Cumberland Road from Avon Crescent. In response to this point, TDM have confirmed that they are satisfied that the visibility splay from Avon Crescent onto Cumberland Road for drivers would result in a safe scheme, given the approach speed of 20mph along Avon Crescent and onto this section of Cumberland Road. The installation of the cycle refuge 'island' would force drivers to approach further away from the existing retaining wall, thus increasing the distance of visibility for drivers entering onto Cumberland Road. From a review of accident data, TDM have confirmed that there has not been a material increase in accidents at this location since vehicles have been prohibited from turning onto Avon Crescent from Cumberland Road. There is therefore no objection from Officers to the removal of the realigned retaining wall between Cumberland Road and Avon Crescent.

Comments have been received from members of the public expressing concern that the proposed echelon parking layout on Avon Crescent would impact on longer vehicles / boats accessing Underfall Yard from the access point at Avon Crescent.

The need to retain an adequate vehicular access to Underfall Yard via Avon Crescent for such vehicles was a point recognised by the Local Planning Authority when granting planning permission for development in Avon Crescent associated with MetroBus in 2014 (application ref: 13/05648/FB). As a result, a planning condition was included on the planning permission, which requires a drawing to be submitted for the Local Planning Authority's approval to show a parking layout for Avon Crescent that ensures an appropriate means of access is retained to Underfall Yard. Should this application be granted, then the same planning condition would be included on the planning permission (see proposed Condition 9). This would mean that the parking layout along Avon Crescent would need to be agreed with the Local Planning Authority to allow for longer vehicles / boats to access Underfall Yard, informed by appropriate swept path analysis and technical studies.

#### Summary

Having carefully considered the proposed amendment, Officers have concluded that the amendment would not result in any change in traffic speed or traffic volume. Whilst the shared space element of the scheme would be lost, Officers consider that it has been replaced with other highway safety measures, namely the tightening of the junction with McAdam Way and a speed table, which would have the same effect. Other key elements of the original scheme would be retained, including the one-way access arrangement for normal vehicles at the south of Avon Crescent.

Subject to further information being provided once contractors are appointed to develop the detailed design, it is also considered that the amended scheme is acceptable in terms of

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pedestrian and cyclist safety. A revised parking layout to ensure appropriate access to Underfall Yard for larger vehicles / boats is retained would be secured through a specific planning condition.

Officers have concluded that the proposed development is considered to be in accordance with Policy BCS10 and DM23 and the proposed amendment is acceptable on highway safety grounds.

**(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.

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

The key amendment resulting from this application from a design perspective, would be the removal of the shared space element of the scheme, including the material pallet comprising pennant stone. As a result, the shared space treatment would be retained as traditional road separate by vertical kerbs.

Officers in City Design Group, comprising urban design, landscape, conservation and archaeology, were consulted on the application as submitted in June 2018. Officers expressed concern with the white lined over run area at the junction between McAdam Way and Avon Crescent, and the impact this would have on the approach to Nova Scotia Place and its surrounding waterfront area. In response, the Applicant submitted a revised plan in September 2018 removing the white lined over run, replacing it with a delineated surface treatment. A planning condition would secure the final specification of the surface treatment, for approval by City Design Group, to ensure that a quality material is provided.

To support the application, the ES Addendum provided by the Applicant includes an assessment of the landscape and visual and conservation and heritage aspects of the scheme.

The landscape and visual assessment finds that the proposed works in the amended scheme would result in some improvements to the visual appearance of the area, with some new surfacing and build outs. The assessment acknowledges that there would also be some slight adverse impact arising from the traffic signals being installed on Cumberland Road. However, the ES Addendum concludes that the existing character of the area would be mostly retained due to the reduction in the extent of proposed works and therefore the change would be minimal.

The heritage assessment presented in the ES Addendum considers the effects on heritage assets resulting from the approved scheme and the proposed amendments to the scheme. The only heritage asset which would have been directly effected as a result of the approved scheme would result from the realignment of the retaining wall between Cumberland Road and Avon Crescent. As this element is proposed to be removed in the amended scheme, and no change to the retaining wall is proposed, the ES Addendum finds that there would be no material change on cultural heritage assets. The effect on cultural heritage is found to be neutral. In terms of potential archaeology, construction works would be carried out under a watching brief from an archaeologist (see proposed Condition 12).



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Whilst the shared space elements of the scheme have been downgraded, some new elements of landscaping are proposed. In addition, existing pennant stone kerbs and channel setts would be retained. At present, as detailed design has not been prepared for the new landscaping elements of the scheme because a contractor has not been appointed by the Applicant to carry out the works. A condition (see proposed Condition 9) would therefore be used to secure details of the detailed design for approval by the Local Planning Authority prior to this phase of work commencing. It would be the contractor, working with the Applicant, who would prepare the detailed design drawings, including details of quality hard and soft landscaping which would need to be submitted to the Local Planning Authority.

On the basis that the final specification of materials would be secured through a planning condition, City Design Group has raised no objection to the amended scheme south through the planning application and has raised no objection to the assessment findings presented in the ES Addendum.

Officers have concluded that the proposed development is considered to be in accordance with Policy BCS21 and BCS22 and the design presented in the amended scheme is acceptable in planning terms, subject to conditions securing details of materials.

**(D) WOULD THE PROPOSED DEVELOPMENT HAVE AN 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 development. Policies BCS23, DM33 and DM35 state that development should be sited and design in a way to avoid adverse impacts on environmental amenity by reason of pollution including: noise, vibration and air quality.

Comments have been made by members of the public relating to the impact of the proposed development on their amenity, particularly in terms of noise and vibration and air quality. Each of these issues have been considered, respectively, by the Council's Environmental Health Officer and the Council's Air Quality Officer.

With regards to noise and vibration, it is noted that many of the comments submitted by members of the public relate to vibration arising to properties along Avon Crescent resulting from the proposed speed table.

The Council's Environmental Health Officer (EHO) has responded to the application to acknowledge that speed tables can produce perceptible levels of vibration, however even under worst-case conditions it is very unlikely that the introduction of a speed table would pose even minor damage to property, particularly when the speed table is carefully sited.

The EHO has concluded that the proposed speed table is positioned in the best possible position on Avon Crescent, sufficiently away from most properties that could experience perceptible levels of vibration. To ensure that no damage would be done to property, the EHO has requested a planning condition be included should planning permission be granted, requiring the Applicant to provide further information on the design of the speed table and possible mitigation measures for noise and vibration. On the basis of the planning condition being included, as well as a condition for a Construction Environmental Management Plan to ensure good practice through construction, the EHO has made no objection to the proposed amendment in terms of noise and vibration pollution.

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Comments have been received from neighbours expressing concern that the proposed speed table would lead to an increase in air quality emissions, owing to cars accelerating away immediately after passing over the speed table.

The Council's Air Quality Officer has considered the acceptability of the proposed amendment from an air quality perspective, including a review of the assessment within the ES Addendum.

It is considered that as there would be no material change predicted in terms of traffic flow or speed, there would similarly be no significant changes in emissions or concentrations of regulated pollutants. The table of results shown in the ES Addendum indicates a beneficial impact under the two scenarios of fleet emissions reduction and this is considered to be consistent with the amended scheme.

The Air Quality Officer has concluded that the proposed amendment would not lead to an unacceptable operational impact on air quality. In terms of construction, the Officer has requested that a Construction Environmental Management Plan be secured through a planning condition to mitigate dust arising during construction.

Officers have concluded that the proposed development is considered to be in accordance with Policy BCS21, BCS23, DM33 and DM35 and that subject to planning conditions, the proposed amendment is acceptable on grounds of residential amenity relating to noise, vibration and air quality.

**(E) IS THE PROPOSED DEVELOPMENT ACCEPTABLE IN TERMS OF OTHER POTENTIAL ENVIRONMENTAL EFFECTS?**

The ES Addendum submitted in support of the application reports on other potential environmental effects of the amended scheme, namely nature conservation, flood risk, socio-economics and ground conditions.

Given the absence of biodiversity features in an around Avon Crescent, it is considered that the Applicant's ES Addendum to conclude that there would be no effects on biodiversity is acceptable.

In terms of flood risk, the Applicant's conclusion that there would be no change to the overall flood risk arising from the proposed amendment at Avon Crescent is considered acceptable. As part of the wider planning permission, a new flood wall has been constructed along Cumberland Road adjacent to the Chocolate Path. As part of the detailed design work secured through planning condition, the Applicant would be required to submit a detailed drainage strategy confirming how the scheme at Avon Crescent would deal with any surface water (as per planning permission 13/05648/FB).

It is considered that there would be no change to the overall socio-economic effect from the proposed amendment at Avon Crescent.

In terms of ground conditions, the ES Addendum finds that the effect of the proposed amendment would be negligible which is accepted. As part of the details design work secured through planning condition, the Applicant would be required to submit a scheme confirming how risks associated with contamination would be dealt with should contamination arise during construction work at Avon Crescent (as per planning permission 13/05648/FB).

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**CONCLUSION**

The key driver for the scheme approved at Avon Crescent in 2014, is concepts to reduce the volume and speed of motorised through traffic. This matter has therefore been carefully considered by the Applicant and Officers in Transport Development Management when assessing this application, and in order to agree measures which would make the amended scheme acceptable on highway safety grounds.

Officers in Transport Development Management have concluded that the shared space aspect of the scheme has been replaced with other highway safety measures which would have the same effects relating to traffic speed and traffic volume. Subject to further information being provided once contractors are appointed to develop the detailed design, the amended scheme is considered acceptable in terms of pedestrian and cyclist safety. A revised parking layout to ensure appropriate access to Underfall Yard for larger vehicles / boats is retained would be secured through a specific planning condition.

Whilst the shared space elements of the scheme have been downgraded from a design perspective, some new elements of landscaping are proposed which are supported by City Design Group. A condition (see proposed Condition 9) would be used to secure details of the detailed design and quality material pallet for approval by the Local Planning Authority prior to work commencing at Avon Crescent.

In terms of other matters arising from this scheme, the proposed development is in accordance with all other relevant policies in the Development Plan. This is evidenced either through information submitted in support of the application, or made acceptable by securing further information by way of planning conditions.

The application is recommended for approval subject to the conditions attached to this report.

Section 73 applications act as a new planning permission, and as such the list of planning conditions needs to be reviewed. In this case, as development on other phases of the planning permission has commenced, the 'time limit' condition is not appropriate. The list of approved plans condition (Condition 16) sets out those plans that have been approved with the planning permission granted in 2016 which remain extant, as well as those plans that have been approved through the subsequent discharge of planning conditions.

**COMMUNITY INFRASTRUCTURE LEVY**

The CIL total for this development is £nil.

**RECOMMENDED                      GRANTED subject to condition(s)**

**Pre-commencement condition(s)**

1. Site specific Construction Environmental Management Plan

In relation to the control of pollution and minimisation of harm to the local areas and wildlife during the construction stage of the development and beyond:

- i) No development shall commence until a site-specific Construction Environmental Management Plan (CEMP) for that phase identified on the Works Programme

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Phasing Plan approved as part of Condition 14 has been prepared, submitted and approved by the Local Planning Authority.

- ii) The CEMP must demonstrate the adoption of best practicable means to reduce the effects of noise, vibration, dust and other air borne pollutants and site lighting and include but not necessarily be limited to the following:
1. Procedures for maintaining good public relations including complaint management, public consultation and liaison.
  2. Strategy for dealing with contamination including the arrangements for dealing with contamination not expected or planned for within the strategy and a soil sampling methodology for materials to be used in public areas.
  3. Arrangements for liaison with the Local Planning Authority's Pollution Control Team and on site presence to enable appropriate responses to matters such as unforeseen contamination.
  4. The employment of an Environmental Clerk of Works, unless otherwise agreed in writing by the Local Planning Authority.
  5. 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 hours of 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. Any activity audible at the site boundary or other places agreed in the CEMP outside the hours above require prior approval in writing by the Local Planning Authority. Approval will only be given for works necessary due to exceptional circumstances, health and safety, dewatering operations or unavoidable works including works relation to the railway. In all cases the best practicable means to reduce noise to the lowest possible level will need to be demonstrated for approval.
  6. Mitigation measures as defined by 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.
  7. Procedures for emergency deviation of the agreed working hours.
  8. The use of a 'Consideration Contractors' or similar regime and arrangements for site induction for workforce highlighting pollution prevention and awareness.
  9. Control measures for dust and other air-borne pollutants to include particular measures to protect any local resident who may have a particular susceptibility to airborne pollutants as necessary.
  10. Measures for controlling the use of site lighting whether required for safe working or for security reasons.
  11. Site security.
  12. Fuel oil spillage, bunding, delivery and use and how both minor and major spillage will be dealt with. Any fuels being stored on site during construction must be bunded and kept at least 10 metres away from any watercourse.
  13. Containment of silt/soil contaminated run off, the control and removal of spoil and wastes and disposal of contaminated drainage, including water pumped from excavations and leachate from ditch drainage.
  14. The treatment and removal of suspended solids from surface water run-off during construction works and measures to prevent building material finding its way into a watercourse.

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15. Odour control measures.
16. Measures for the prevention of tracking mud off site from vehicles.
17. Proposals for the temporary stockpiling of soil and spoil and proposals for the testing of soils to be used in soft landscaping areas for contamination.
18. All site clearance and construction works to be in accordance with the Environmental Statement Volume 2, Chapter 10 Nature Conservation November 2013.
19. Arrangements for briefing contractors and sub-contractors on the importance of the ecological features which are to be retained on site and the ecological value of the adjacent SNCI in particular.
20. How access for the Environment Agency Operations Delivery team can be provided to the watercourses on the route throughout the construction phases.
21. A Code of Practice and Traffic Management Plan that will include procedures to notify and consult with business and residential property owners and/or occupiers affected during the construction phases and such plans to show how access arrangements will be maintained for all vehicle types.

- iii) The approved CEMP shall be implemented to the satisfaction of the Local Planning Authority unless otherwise agreed in writing with the Local Planning Authority.

Reason: To prevent and minimise nuisance, harm to the environment and pollution, and to ensure access for the Environment Agency throughout construction.

## 2. External lighting

Prior to commencement of each phase of works agreed in accordance with the Works Programme Phasing Plan approved as part of Condition 14, details for any proposed external lighting along the section of the route that encompasses Cumberland Road including Bathurst Basin and which adjoins the River Avon (part of) Site of Nature Conservation Interest shall be submitted and agreed in writing by the Local Planning Authority. The approved details, which shall include a lux level contour plan and should seek to ensure no light spill outside of the site boundaries, shall be carried out in strict accordance with that approval.

Reason: To conserve legally protected bats and other nocturnal wildlife.

## 3. Protection of retained trees and other vegetation during the construction period

No work of any kind shall take place until the Local Planning Authority has approved in writing, for that phase of work in accordance with the Works Programme Phasing Plan approved as part of Condition 14, the location and design of protective fences in accordance with BS5837 for trees to be retained and the approved protective fencing details have been erected. The Local Planning Authority shall be given not less than two weeks prior written notice by the developer of the commencement of works on the site in order that the Council may verify in writing that the approved tree protection measures are in place when the work commences. The approved fence(s) shall be in place before any equipment, machinery or materials are brought on to the site for the purposes of the development and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Within the fenced area(s) there shall be no scaffolding, no stockpiling or any materials or soil, no machinery or other equipment parked or operated, no traffic over the

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root system, no changes to the soil level, no excavation of trenches, no site huts, no fires lit, no dumping of toxic chemicals and no retained trees shall be used for winching purposes. If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Council.

Reason: To protect the retained trees and other vegetation from damage during construction and in recognition of the contribution which the retained trees and vegetation give and will continue to give to the amenity and ecology of the area.

4. Submission and approval of replacement tree planting scheme

No development shall take place, for that phase of work in accordance with the Works Programme Phasing Plan approved as part of Condition 14, until there has been submitted to and approved in writing by the Local Planning Authority a scheme of replacement tree planting for the phase of work, contributing to 55 replacement trees across the scheme. The details shall include locations, species, stock size, staking and guarding and establishment arrangements of each tree as well as a programme of works for the planting of the trees. The approved scheme shall be implemented so that planting can be carried out during the first planting season following the commencement of the AVTM MetroBus service. The trees shall be maintained for five years and any trees or plants removed, dying, being damaged or becoming diseased within that period shall be replaced in the next planting season with others of similar size and species to those originally required to be planted unless the Local Planning Authority gives written consent to any variation.

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

5. Use and supply of construction materials

Prior to the commencement of each phase of work in accordance with the Works Programme Phasing Plan approved as part of Condition 14, a written scheme shall be submitted to and approved by the Local Planning Authority that sets targets for the use and supply of materials including:

- a) Volume of materials from reclaimed or recycled material for use in the permanent works.
- b) Volume of bulk fill and sub-base material specified and used in the project from previously used material.
- c) Use of locally sourced materials.
- d) Replacing primary aggregates with secondary aggregates.
- e) Very low levels of waste material generated to landfill.
- f) Surplus materials given to adjacent construction projects.

Unless otherwise agreed in writing by the Local Planning Authority, the development shall achieve the approved targets and prior to opening to the public of the last defined work phase a verification report shall be submitted to the Local Planning Authority confirming that the targets have been met.

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Reason: To minimise waste, maximise recycling of material in order to minimise energy and natural resource use.

6. Drainage

Prior to the commencement of each phase of work in accordance with the Works Programme Phasing Plan approved as part of Condition 14, a detailed strategy confirming how the development will deal with drainage of surface water shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in accordance with the approved detailed design prior to the commencement of that phase.

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal.

7. Coal – site investigation

Prior to the commencement of each phase of work in accordance with the Works Programme Phasing Plan approved as part of Condition 14, a site investigation, in addition to any assessment provided with the planning application, shall be completed to confirm the presence/absence of shallow/surface workings within the Development High Risk Area, and shall be submitted to and approved in writing by the Local Planning Authority. The investigation shall include standard remedial and/or protection practice mitigation measures, such as stabilisation or consolidation of workings, in the event that shallow/surface workings are encountered. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure that the development takes account of existing ground conditions.

8. Contamination

Prior to the commencement of each phase of work in accordance with the Works Programme Phasing Plan approved as part of Condition 14, the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved in writing by the Local Planning Authority.

1. A preliminary risk assessment which has identified:
  - All previous uses.
  - Potential contaminants associated with those uses.
  - A conceptual model of the site indicating sources, pathways and receptors.
  - Potentially unacceptable risks arising from contamination of the site.
2. A site investigation scheme based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
3. The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

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4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to those components require the express consent of the Local Planning Authority. The scheme shall be implemented as approved.

Reason: To protect controlled waters.

9. Submission of full design details include variations

The following aspects of the scheme numbered i-v shall be submitted as a coordinated submission in relation to each phase of work in accordance with the Works Programme Phasing Plan approved as part of Condition 14, and be approved in writing by the Local Planning Authority before the works approved in that work phase are begun.

- i. All hard landscaping (including paving, surfaces, edge details and the retention and reinstatement of existing pennant stone kerbs, casset iron kerb edges and stone sett channels).
- ii. Soft landscaping showing existing planting to be retained and new planting (including species, planting sizes, planting densities, planting soils, planting pits and staking, root barriers to enable planting to be carried out in close proximity to underground services, flood retention ponds, ground and earth modelling).
- iii. Street furniture and equipment (including signals, control equipment and signage).
- iv. Street lighting (including a lighting level contour plan to assess light spill impacts).
- v. Bus stop infrastructure.

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

1. Parking layout within Avon Crescent to ensure that an appropriate means of access is retained to Underfall Yard.
2. Review of crossing points in Avon Crescent so that they observe pedestrian desire lines, and associated landscaping.

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

Reason: To ensure a coordinated design of the elements identified so as to ensure the satisfactory appearance and functioning of the development, in the interests of the protecting



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and enhancing the character of the site and the areas and to ensure its appearance is satisfactory.

10. Details of speed table

There shall be no installation of a speed table at the northern end of Avon Crescent until details of its design, any noise or vibration mitigation measures, likely noise and any likely noise or vibration impacts on neighbouring residential properties has been submitted to and approved in writing by the Council.

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

Reason: In the interests of residential amenity.

**Pre-occupation condition(s)**

11. Reporting of unexpected contamination

If during development contamination not previously identified under Condition 8 is found to be present at the site then no further development (unless otherwise agreed in writing by the Local Planning Authority) shall be carried out until the Applicant has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

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.

12. To ensure the conduct of a watching brief during development groundworks

The Applicant shall ensure that all groundworks, including geotechnical works are monitored and recorded by an archaeologist or an archaeological organisation to be approved by the Local Planning Authority and in accordance with the approved Written Scheme of Investigation (received 23 February 2018).

Reason: To record remains of archaeological interest before destruction.

13. Installation of speed table and vehicle run over – Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the speed table and vehicle run over have been completed in accordance with the approved plans.

Reason: In the interests of highway safety.

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**Post occupation management condition(s)**

14. Construction Phases

The construction of the development hereby approved shall not proceed other than in accordance with the approved Works Programme Phasing Plan (drawing ref: 201749-PA-522 P5) unless the Local Planning Authority gives written consent for any variation.

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

15. Temporary construction compounds

Unless otherwise agreed in writing by the Local Planning Authority, the temporary construction compounds hereby approved shall be discontinued and the land restored to its former condition within six months from the commencement of the AVTM MetroBus service.

Reason: To maintain the character and appearance of the City Docks Conservation Area and Redcliffe Conservation Area and the general amenity of the area.

**List of approved plans**

16. List of approved plans and drawings

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

201749-PA-01C Red site location plan (1 of 9), received 17 December 2013  
 201749-PA-02C Red site location plan (2 of 9), received 17 December 2013  
 201749-PA-03C Red site location plan (3 of 9), received 17 December 2013  
 201749-PA-04C Red site location plan (4 of 9), received 17 December 2013  
 201749-PA-05C Red site location plan (5 of 9), received 17 December 2013  
 201749-PA-06C Red site location plan (6 of 9), received 17 December 2013  
 201749-PA-07C Red site location plan (7 of 9), received 17 December 2013  
 201749-PA-08C Red site location plan (8 of 9), received 17 December 2013  
 201749-PA-09C Red site location plan (9 of 9), received 17 December 2013  
 201749-PA-201 P3 Proposed general arrangement sheet 1, received 17 December 2013  
 201749-PA-202 P3 Proposed general arrangement sheet 2, received 17 December 2013  
 201749-PA-209 P3 Proposed general arrangement sheet 9, received 17 December 2013  
 201749-PA-210 P3 Proposed general arrangement sheet 10, received 17 December 2013  
 201749-PA-211 P3 Proposed general arrangement sheet 11, received 17 December 2013  
 201749-PA-302 Landscape proposals Cumberland Road, received 17 December 2013  
 201749-PA-317-319 P2 Landscape proposals Redclif Hill, received 17 December 2013  
 201749-PA-512 P1 Extent of demolition, received 17 December 2013  
 201749-PA-516 Bus stop detail 1 of 2, received 17 December 2013  
 201749-PA-517 P1 Bus stop detail 2 of 2, received 17 December 2013  
 201749-PA-518 P2 Temporary construction compounds, received 17 December 2013  
 R05-04 T1 Cumberland road wall sections 1 of 2, received 17 December 2013  
 R05-05 T1 Cumberland road wall sections 2 of 2, received 17 December 2013  
 R05-06 T1 Cumberland Road wall railings, received 17 December 2013  
 R06-01 T1 Avon Crescent retaining wall, received 17 December 2013

**Development Control Committee B – 7 November 2018**  
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AVTM-PA-501 Cross section chainage 3275m, received 17 December 2013  
 AVTM-PA-502 P1 Cross section chainage 3350m, received 17 December 2013  
 AVTM-PA-503 P1 Cross section chainage 3400m, received 17 December 2013  
 AVTM-PA-504 P1 Cross section chainage 3550m, received 17 December 2013  
 AVTM-PA-505 P1 Cross section chainage 3750m, received 17 December 2013  
 AVTM-PA-506 P1 Cross section chainage 4220m, received 17 December 2013  
 AVTM-PA-507 P1 Cross section chainage 4950m, received 17 December 2013  
 AVTM-PA-508 P1 Cross section chainage 4980m, received 17 December 2013  
 AVTM-PA-509 P1 Cross section chainage 5000m, received 17 December 2013  
 AVTM-PA-510 P1 Cross section chainage 5275m, received 17 December 2013  
 AVTM-SK-12 P1 Commercial Road flood protection, received 17 December 2013  
 AVTM-SK-13 P1 Commercial Road flood protection xsections, received 17 December 2013  
 AVTM-X-GA-SK32 Landscape proposals Wapping Wharf, received 17 December 2013  
 201749-PA-203 P3 Proposed general arrangement sheet 3, received 17 December 2013  
 201749-PA-204 P3 Proposed general arrangement sheet 4, received 17 December 2013  
 201749-PA-205 P3 Proposed general arrangement sheet 5, received 17 December 2013  
 201749-PA-206 P3 Proposed general arrangement sheet 6, received 17 December 2013  
 201749-PA-207 P3 Proposed general arrangement sheet 7, received 17 December 2013  
 201749-PA-208 P3 Proposed general arrangement sheet 8, received 17 December 2013  
 Environmental Statement Volume 2, Chapter 10 Nature Conservation – November 2013, received 17 December 2013  
 DH0245-C001 D Redcliff Hill inbound Site clearance, received 9 March 2015  
 DH0245-C002 D Redcliff Hill Inbound Kerbs and Surfaces + turning head tracking drawing, received 9 March 2015  
 DH0245-C003 D Redcliff Hill inbound Drainage and ducting, received 9 March 2015  
 DH0245-C004 B Redcliff Hill Signing, received 2 December 2014  
 DH0245-C005 B Redcliff Hill Inbound Road markings, received 2 December 2014  
 DH0245-C007 D Redcliff Hill inbound Construction Drawings General Arrangement, received 9 March 2015  
 DH0245-C009 Redcliff Hill Tree Protection Plan, received 2 December 2014  
 DH0245-C011 C Site clearance Redcliffe Roundabout, received 9 March 2015  
 DH0245-C012 C Kerbs and surfaces Redcliffe Roundabout, received 9 March 2015  
 DH0245-C013 C Ducts and drainage Redcliffe Roundabout, received 9 March 2015  
 DH0245-C014 C Road markings and levels Redcliffe Roundabout, received 9 March 2015  
 DH0245-C015 C Signing drawing Redcliffe Roundabout, received 9 March 2015  
 DH0245-C016 C Cross sections around central island Redcliffe Roundabout, received 9 March 2015  
 DH0245-C017 C General Arrangement Redcliffe Roundabout, received 9 March 2015  
 DH0245-C111 Redcliff Hill Outbound Site Clearance, received 2 December 2014  
 DH0245-C113 Redcliff Hill Outbound Road marking and setting out, received 2 December 2014  
 DH0245-C114 Redcliff Hill Outbound General Arrangement, received 2 December 2014  
 DH0245-C141 Commercial Road Signs, road markings and tree pit, received 2 December 2014  
 DH0245-C142 Commercial Road General Arrangement, received 2 December 2014  
 Use and Supply of Construction Materials Planning condition 8, received 2 December 2014  
 Arboricultural Method Statement Planning condition 7 (ii), received 2 December 2014  
 GAV TMR-SK-033 Bathurst Basin Bridges Street Lighting 50% Lux Contour Plot, received 23 February 2015  
 Written Scheme of Investigation for a Programme of Archaeological Work, received 23 February 2015  
 Construction Environmental Management Plan Planning Condition 3, received 9 March 2015  
 370125 8 Bay Landmark Plate MK1A, received 26 June 2015  
 370127 6 Bay Landmark MK1a Plate Roof - Metrobus, received 26 June 2015

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Materials Management Plan (MMP) Form Section 2 & Section 3 Ashton Vale to Temple Meads Rapid Transport Scheme, received 4 November 2015  
201749-PA-209 P4 Planning Application General Arrangement Sheet 9 of 11, received 6 November 2015  
201749-PA-210 P4 Planning Application General Arrangement Sheet 10 of 11, received 6 November 2015  
E14067-C111 A Redcliff Hill Southbound Site Clearance, received 6 November 2015  
E14067-C112 A Bedminster Bridge works Kerbs & Surfaces, received 6 November 2015  
E14067-C113 A Bedminster Bridge works Ducts & Drainage, received 6 November 2015  
E14067-C115 A Redcliff Hill Southbound Road markings & Setting Out, received 6 November 2015  
E14067-C150 A Redcliff Hill southbound works General arrangement, received 6 November 2015  
MET\_AVTM\_013 0 Cumberland Road / Bus Link Rd Traffic Signal General Arrangement, received 8 January 2016  
TBC-1 Bristol Bus Route Railing Detail, received 1 February 2016  
C12149 Site Management Plan, received 18 April 2016  
AVTM-3-GA-DRG-100 T5 Bathurst Basin Bridges Site Clearance, received 27 May 2016  
AVTM-3-GA-DRG-102 T5 Bathurst basin Bridges Pavements, Kerbs and Railing Details Sheet 2 of 2, received 27 May 2016  
AVTM-3-DRG-B02-014 C3 Bathurst Basin Bridges New Bridge Commercial Road River Wall, received 27 May 2016  
AVTM-3-GA-DRG-101 C2 Bathurst Basin Bridges Pavements, Kerbs and Railing Details Sheet 1 of 2, received 27 October 2016  
AVTM-3-GA-DRG-103 C2 Bathurst Basin Bridges Highway Setting Out Details Sheet 1 of 2, received 27 October 2016  
AVTM-3-GA-DRG-104 C1 Bathurst Basin Bridges Highway Setting Out Details Sheet 2 of 2, received 27 October 2016  
AVTM-3-GA-DRG-105 C2 Bathurst basin Bridges Highway Cross Sections Sheet 1 of 2, received 27 October 2016  
AVTM-3-GA-DRG-106 C1 Bathurst Basin Bridges Highway Cross Sections Sheet 2 of 2, received 27 October 2016  
AVTM-3-GA-DRG-107 C2 Bathurst Basin Bridges Road Markings and Traffic Signs Sheet 1 of 2, received 27 October 2016  
AVTM-3-GA-DRG-108 C1 Bathurst Basin Bridges Road Markings and Traffic Signs Sheet 2 of 2, received 27 October 2016  
AVTM-3-GA-DRG-109 C2 Bathurst Basin Bridges Street Lighting, Ducting and Drainage Sheet 1 of 2, received 27 October 2016  
AVTM-3-GA-DRG-110 C2 Bathurst Basin Bridges Street Lighting, Ducting and Drainage Sheet 2 of 2, received 27 October 2016  
AVTM-3-GA-DRG-111 C2 Bathurst Basin Bridges Surface Water Drainage Inspection Chamber Details, received 27 October 2016  
AVTM-3-TPP-DRG-001 C2 Bathurst Basin Bridges Tree Protection Plans Sheet 1, received 27 October 2016  
AVTM-3-TPP-DRG-002 C2 Bathurst Basin Bridges Tree Protection Plans Sheet 2, received 27 October 2016  
AVTM-3-TPP-DRG-003 C2 Bathurst Basin Bridges Gods Garden Tree Planting, received 27 October 2016  
AVTM-3-DRG-B02-008 C2 Bathurst Basin Bridges New Bridge Bridge Deck Reinforcement Details, received 27 October 2016  
AVTM-3-DRG-B02-013 C2 Bathurst Basin Bridges New Bridge Gods Garden Access Steps, received 27 October 2016  
AVTM-3-ST-DRG-B02-001 C4 Bathurst Basin Bridges New Bridge General Arrangement, received 27 October 2016

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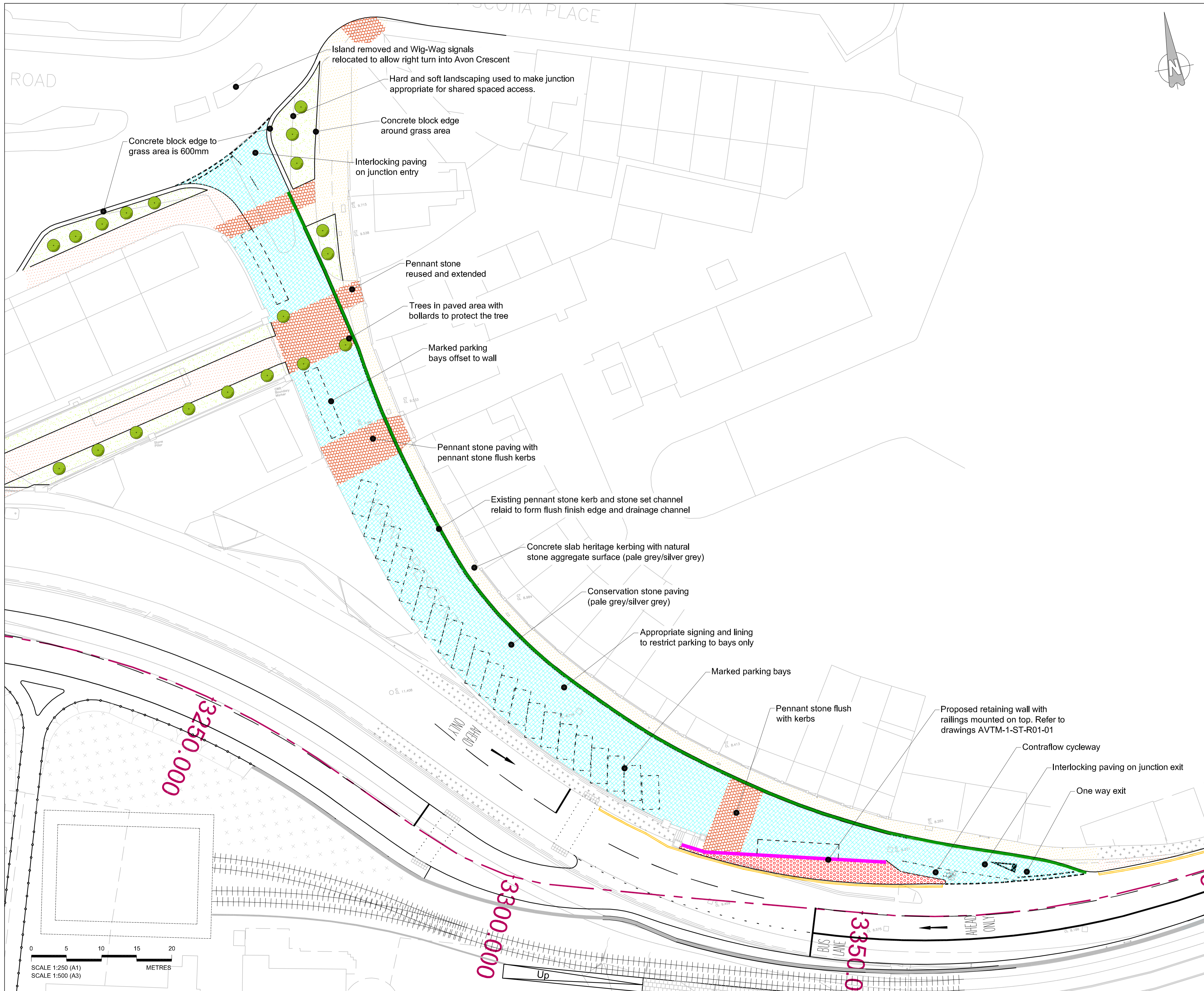
AVTM-3-ST-DRG-B02-002 C6 Bathurst Basin Bridges New Bridge Site Limits & Site Clearance, received 27 October 2016  
 AVTM-3-ST-DRG-B02-003 C4 Bathurst Basin Bridges New Bridge Work Phases, received 27 October 2016  
 AVTM-3-ST-DRG-B02-004 Bathurst Basin Bridges New Bridge Pile Details, received 27 October 2016  
 AVTM-3-ST-DRG-B02-005 C3 Bathurst basin Bridges New Bridge Steelwork Layout, received 27 October 2016  
 AVTM-3-ST-DRG-B02-006 C2 Bathurst basin Bridges New Bridge Steelwork Details, received 27 October 2016  
 AVTM-3-ST-DRG-B02-007 C4 Bathurst Basin Bridges New Bridge Concrete Outline, received 27 October 2016  
 AVTM-3-ST-DRG-B02-009 C2 Bathurst Basin Bridges New Bridge End Screen Reinforcement Details, received 27 October 2016  
 AVTM-3-ST-DRG-B02-010 C3 Bathurst Basin Bridges New Bridge Waterproofing and General Details, received 27 October 2016  
 AVTM-3-ST-DRG-B02-011 C2 Bathurst Basin Bridges New Bridge SE Retaining Wall General Arrangement, received 27 October 2016  
 AVTM-3-ST-DRG-B02-012 C2 Bathurst Bain Bridges New Bridge SE Retaining Wall General Arrangement, received 27 October 2016  
 AVTM-3-ST-DRG-B02-015 C3 Bathurst Basin Bridges Northeast and Southwest Wingwalls General Arrangement, received 27 October 2016  
 AVTM-3-ST-DRG-B02-016 C3 Bathurst Basin Bridges New Bridge Wingwall Reinforcement Details, received 27 October 2016  
 AVTM-3-ST-DRG-B02-017 C2 Bathurst Basin Bridges North Abutment Stub Wall, received 27 October 2016  
 287587A-HHE-300-008 P2 FENCING 8 OF 9, received 20 March 2017  
 287587A-HHE-301-001 P2 FENCING STANDARD DETAILS, received 20 March 2017  
 287587A-HHE-301-002 P2 FENCING STANDARD DETAILS, received 20 March 2017  
 287587A-HHE-301-004 P2 FENCING STANDARD DETAILS, received 20 March 2017  
 287587A-HHE-500-108 P3 DUCTING LAYOUT 8 OF 10 , received 20 March 2017  
 287587A-HHE-1100-008 P5 KERBING AND FOOTWAY LAYOUT 8 OF 10, received 20 March 2017  
 287587A-HHE-1101-001 P2 KERBING AND FOOTWAY STANDARD DETAILS 1 O F 2, received 20 March 2017  
 287587A-HHE-1101-002 P2 KERBING STANDARD DETAILS, received 20 March 2017  
 287587A-HHE-1101-003 P1 KERBING STANDARD DETAILS, received 20 March 2017  
 287587A-HHE-1201-001 P1 BOLLARD AND SIGNING STANDARD DETAILS, received 20 March 2017  
 287587A-HHE-1200-008 P2 TRAFFIC SIGNS AND ROAD MARKINGS, received 20 March 2017  
 287587A-HHE-1200-009 P2 TRAFFICS SIGNS AND ROAD MARKINGS 9 OF 10, received 20 March 2017  
 287587A-HHE-4000-002 P3 BUS STOP ARRANGEMENTS CREATE CENTRE IN AND OUT BOUND, received 20 March 2017  
 AVTM-3-GA-DRG-101 REV C4 BATHURST BASIN BRIDGES PAVEMENTS, KERBS AND RAILING DETAIL 1 OF 2, received 7 September 2017  
 AVTM-3-GA-DRG-107 REV C5 BATHURST BASIN BRIDGES ROAD MARKINGS AND TRAFFIC SIGNS SHEET 1 OF 2, received 7 September 2017  
 201749-PA-522 P5 Construction Phase Plan, received 24 November 2017  
 RS15012 – SK03A Avon Crescent Planning, received 3 September 2018

Reason: For the avoidance of doubt.

## **Supporting Documents**

### **4. Avon Crescent**

1. General arrangement – Approved
2. General arrangement - Proposed



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

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

Rev	By	Chkd	Apprvd	Date	Description

Client

travel

Halcrow Group Limited  
 1 The Square Temple Quay Bristol BS1 6DQ  
 Tel: +44 (0)117 910 2500 Fax: +44 (0)117 910 2501  
 www.halcrow.com

A CH2M HILL COMPANY **Halcrow**

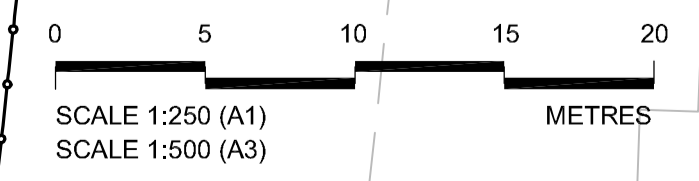
Project **BRISTOL METROBUS ASHTON VALE to TEMPLE MEADS and BRISTOL CITY CENTRE**

Drawing **AVON CRESCENT SHARED SPACE DETAIL**

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

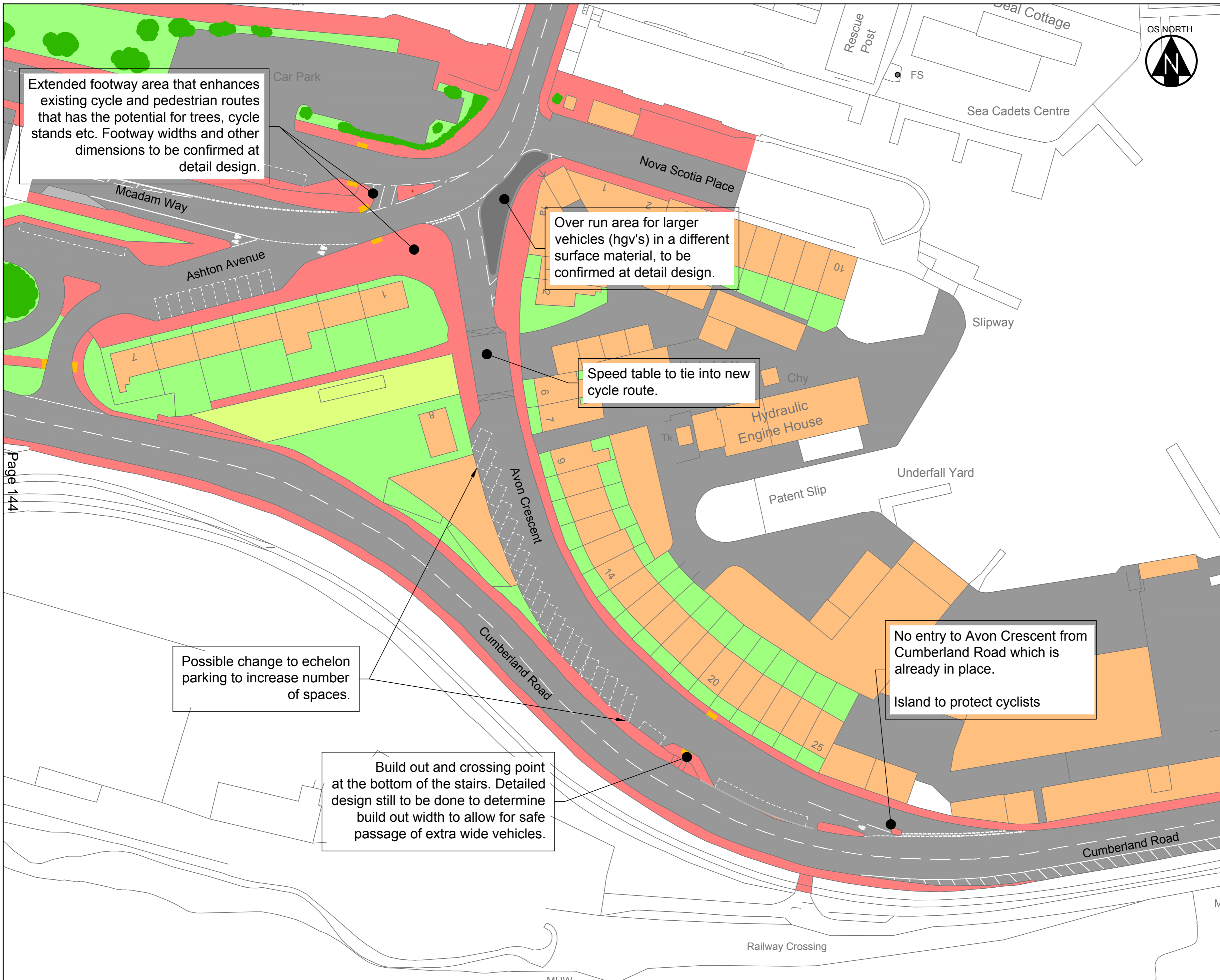
Drawing No.	Revision
201749-PA-316	P1

Drawing Scale: 1:250 @ A1



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

S:\TRAFFIC\TrafMann\00TM Projects\RS15000\RS15012 - Avon Crescent\Drawings\Planning DWG\RS15012 - SK03A - Planning.dwg : Plotted by BRLSADS on Aug 14, 2018 - 1:01pm



Extended footway area that enhances existing cycle and pedestrian routes that has the potential for trees, cycle stands etc. Footway widths and other dimensions to be confirmed at detail design.

Over run area for larger vehicles (hgv's) in a different surface material, to be confirmed at detail design.

Speed table to tie into new cycle route.

Possible change to echelon parking to increase number of spaces.

Build out and crossing point at the bottom of the stairs. Detailed design still to be done to determine build out width to allow for safe passage of extra wide vehicles.

No entry to Avon Crescent from Cumberland Road which is already in place.  
Island to protect cyclists



- Soft landscaped areas
- Hard landscaped areas - vehicular traffic
- Hard landscaped areas - pedestrian / cyclists
- Existing buildings
- Approved new cycle route
- Outline of existing overpass

Rev.	DATE	Description	By

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**Growth & Regeneration**

Peter Mann (Director of Transport)  
City Hall  
PO Box 3176  
Bristol  
BS3 9FS



TRANSPORT  
Avon Crescent  
Planning  
DRAFT

Dwg **RS15012 - SK03A**

Revision	Drawn ADS
Scale 1/500 @ A2	Date 14/08/2018