

Development Control A Committee Agenda



Date: Wednesday, 30 September 2020

Time: 2.00 pm

Venue: Remote Meeting

Distribution:

Councillors: Donald Alexander (Chair), Chris Windows (Vice-Chair), Clive Stevens, Mark Wright, Fabian Breckels, Paul Goggin, Stephen Clarke, Mike Davies, Margaret Hickman, Olly Mead and Steve Smith

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Date: Tuesday, 22 September 2020



Agenda

1. Welcome, Introductions and Safety Information

(Pages 5 - 6)

2. Apologies for Absence and Substitutions

3. Declarations of Interest

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

4. Minutes of the previous meeting

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

(Pages 7 - 12)

5. Appeals

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

(Pages 13 - 23)

6. Enforcement

To note recent enforcement notices.

(Page 24)



7. Public Forum

Up to 30 minutes is allowed for this item.

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

Register to Speak by Noon Monday 28th September: The meeting will be held via Zoom meeting app **FOR THIS MEETING** we ask that you let us know by Monday whether you intend to speak to your statement or question, which you must submit as outlined below. This will greatly assist us manage the flow of the meeting.

Questions - Written questions must be received 3 clear working days prior to the meeting. For this meeting, this means that your question(s) must be received in this office at the latest by 5 pm on Thursday 24th September.

Petitions and Statements - Petitions and statements must be received on the working day prior to the meeting. For this meeting this means that your submission must be received in this office at the latest by 12.00 noon on Tuesday 29th September.

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

8. Planning and Development

(Page 25)

9. 18/06722/F Land at Little Paradise & Stafford Street Bristol BS3 4DE

(Pages 26 - 80)

10. 20/02647/FB Little Paradise Public Car Park Little Paradise Bristol BS3 4DY

(Pages 81 - 118)

11. Date of Next Meeting

28th October 2020





Public Information Sheet

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

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

You can also inspect papers at the City Hall Reception, College Green, Bristol, BS1 5TR.

Other formats and languages and assistance
For those with hearing impairment

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

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

Public Forum

Members of the public may make a written statement ask a question or present a petition to most meetings. Your statement or question will be sent to the Committee and be available in the meeting room one hour before the meeting. Please submit it to democratic.services@bristol.gov.uk or Democratic Services Section, City Hall, College Green, Bristol BS1 5UY. The following requirements apply:

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

Statements will not be accepted under any circumstances after **12.00 noon deadline** unless there is clear evidence that it has been sent to Bristol City Council in advance of it but was not picked up by the Democratic Services Section at the time it was originally sent. Anyone submitting multiple statements for an application should note that they will only be allowed to speak once at the meeting.

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

By participating in public forum business, we will assume that you have consented to your name and the details of your submission being recorded and circulated to the committee. This information will



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

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

Process during the meeting:

- The Chair of the meeting will ask each public forum speaker to come forward in the order their statement has been received and the beginning of the discussion for each Planning Application that their statements relates to.
- You should speak into a fixed microphone for your allocated time.
- Your time allocation may have to be strictly limited if there are a lot of submissions. **This may be as short as one minute.**
- When you are invited to speak, please make sure that your presentation focuses on the key issues that you would like Members to consider. This will have the greatest impact.
- **Development Control Committees are not interactive.** You may remain and listen to the debate but you will not be able to play any further part in the meeting including the Committee debate.
- If you do not attend or speak at the meeting at which your public forum submission is being taken your statement will be noted by Members.

Webcasting/ Recording of meetings

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

Bristol City Council Minutes of the Development Control A Committee



2 September 2020 at 2.00 pm

Members Present:-

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

Officers in Attendance:-

Gary Collins and Norman Cornthwaite

1. Welcome, Introductions and Safety Information

The Chair welcomed all parties to the Meeting.

2. Apologies for Absence and Substitutions

Apologies for absence were received from Councillor Mark Wright, substitute Tony Carey.

3. Declarations of Interest

The following Declarations of Interest were received and noted:

Councillor Stevens – Item No. 18/05203/F 493 – 499 Bath Road. Has written a book but does not consider that his views on Affordable Housing expressed in it will preclude him from participating in the item.

Councillor Stevens – Item No. 20/01032/F and 20/01033/LA 85 Whiteladies Road. Has submitted a Statement and will not participate in the item.

4. Minutes of the previous meeting held on Wednesday 5th August 2020

Resolved – that the Minutes of the above meeting be confirmed as a correct record and signed by the



Chair.

5. Appeals

The Head of Development Management introduced the report and summarised it for everyone.

6. Enforcement

The Head of Development Management introduced the report and summarised it for everyone.

7. Public Forum

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

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

8. Planning and Development

The Committee considered the following Planning Applications:

9. Application Number 13/05023/F - 493 to 499 Bath Road, Brislington BS4 3JU

The Head of Development Management and his representative gave a presentation and summarised the report for this item. The application is for the demolition of the existing building and redevelopment of the site for 146 residential units, including apartments and houses (Use Class C3), with associated car parking, landscaping and works. (Major application)

The Planning Obligations Manager summarised the Viability and Affordable Housing position.

The Project Manager, Sustainability summarised the sustainable design and energy strategy aspects of the application.

Answers for clarification:

- The application is for 100% affordable dwellings, the BCC Policies require up to 30% affordable dwellings with no public funding – i.e. at the developer's expense; although there would normally be a S106 agreement to secure affordable dwellings, as the Officer recommendation is to refuse the application there is currently not a Section 106 Agreement in place to secure the 32 affordable housing dwellings proposed (22%)
- If the applicant wished to appeal the refusal, the lack of affordable housing reason could be



overcome by the applicant and the Council concluding a Section 106 Agreement to secure the affordable housing, and presenting it to the Inspector prior to the subsequent appeal

- Although residents would be able to choose their energy suppliers on the open market, it is considered that electrical heating is going to be more expensive than other forms of heating
- Heat hierarchy measures should have been included in the design of the development from the start; it is considered that other forms of providing heat are technically feasible
- All grant money is public sector funding; only S106 units are provided at the developer's expense
- If individual heat pumps were provided these could be switched off; this is more difficult to do if a communal heating system is provided
- An air quality assessment has been undertaken which concludes that the effects of local traffic on the air quality for future residents would be acceptable; the development is set back from Bath Road by circa 8 metres
- The relationship between Blocks A and B is not considered to be acceptable, Block B would be located between 2 and 13 metres from the rear elevation of Block A of which both elevations feature windows. The proposed distance between flats would be unacceptable and would result in unacceptable levels of overlooking for future occupiers. The amenity value of the courtyard space between Block A and Block B is also considered to be compromised
- There are no specific rules about the density of developments, the Bath Road site is 0.7 hectares in area, this site was allocated for 85 dwellings in the Local Plan, which would be 121 dwellings per hectare; the pre-application enquiry was for 121 dwellings, which would be 172 dwellings per hectare; the application is for 146 dwellings which is 209 dwellings per hectare

Debate:

- Members had various concerns about a number of aspects relating to the application including the heating system proposed, the relationship between Blocks A and B, and aspects of the design
- It was noted that this is a 100% affordable housing scheme
- Members recognised the benefits of delivering more housing and had mixed views on the issues of design and heat hierarchy compliance, but wanted to find a solution

The Head of Development Management reminded Members if they refused the application on limited grounds they could not then go back to other issues. If a decision on the application is deferred it would enable Officers to re-open discussions with the applicant but it was important to manage expectations.

Councillor Hickman moved the Officer Recommendation for refusal.

Councillor Shah seconded this Motion.

On being put to the Vote it was LOST voting was 5 for, 6 against.

Councillor Breckels moved that a decision on the application be deferred pending compliance with Heat Hierarchy measures, the amenity space and relationship between Blocks A and B being improved, whilst



recognising that a S106 agreement relating to affordable housing would ultimately be forthcoming.

Councillor Smith added that wider design issues including the long corridors should also be improved.

Councillor Stevens stated that light entering the dwellings should be improved.

Councillor Stevens then seconded the Motion put by Councillor Breckels and added to by Councillor Smith and himself.

On being put to the Vote it was

Resolved – (voting 8 for, 3 against) that a decision on the application be deferred until a future Meeting of the Committee pending compliance with Heat Hierarchy measures, the amenity space and relationship between Blocks A and B being improved, wider design issues including the long corridors and light entering the dwellings being improved.

Councillor Shah left the Meeting.

10 Application Number 20/01032/F and 20/01033/LA - Land To Rear of 85 Whiteladies Road BS8 2NT

Councillor Stevens did not participate in this item.

The Head of Development Management and his representative gave a presentation and summarised the report for this item. The application is for the partial demolition of a modern brick rear wall and construction of 2 storey building for use as a 6 bedroom HMO (sui generis student use) with associated refuse and cycle storage.

There were no questions from Members for Officers.

Debate:

- There were concerns about policy DM2 not being complied with

Councillor Smith moved the Officer recommendation for approval of the application.

Councillor Goggin seconded this Motion and on being put to the Vote it was LOST (Voting 4 for, 5 against).

Committee members noted the decision making process diagram, which would usually lead to a motion to defer if members were minded to refuse, however members decided to not follow this approach.



Councillor Breckels moved refusal of the application on the grounds of Policy DM2 and over concentration of HMOs.

Councillor Davies seconded this Motion and on being put to the Vote it was

Resolved – (voting 5 for, 4 against) that the application be refused on the grounds of Policy DM2 and over concentration of HMOs.

11 Application Number 20/02205/F and 20/02206/LA - 8 Harley Place BS8 3JT

The Head of Development Management and his representative gave a presentation and summarised the report for this item. The application is to convert the existing living accommodation over the garage to be self-contained.

Answers for clarification:

- An application was approved earlier this year for the building which did not allow the property to be used as separate accommodation; this application is to remove this restriction and allow for the property to be used as separate residential accommodation
- It is not known if the residents pay for the maintenance of the road as this is a civil matter and is not a planning matter
- It would not be possible to add a condition preventing the premises being used as a holiday home

Debate:

- It is a prestigious building but there is nowhere to put the bins
- It would not be acceptable if it could not be restricted to being used as a dwelling
- The restriction on the property should not be lifted
- Concerns about parking

Councillor Goggin moved the Officer recommendation for approval.

Councillor Alexander seconded the Motion.

On being put to the Vote it was LOST (Voting 4 for, 6 against).

Councillor Smith moved that a decision on the application be deferred pending a receipt of a further report providing reasons for refusal including parking and bins.

Councillor Carey seconded this Motion.



The initial Vote was 5 for, 5 against the Motion. Councillor Alexander used his second (casting) vote to vote against so the Motion was LOST.

Councillor Stevens moved that the application be refused as it is not a suitable location due to waste and parking issues.

Councillor Windows seconded this Motion and on being put to the Vote it was

Resolved – (voting 6 for, 4 against) that the application be refused on the grounds that it is not a suitable location due to waste and parking issues.

12 Date of Next Meeting

It was noted that the next meeting would be held as a remote zoom meeting at 2.00 pm on Wednesday 30th September 2020.

13 Amendments Sheet

Meeting ended at 5.25 pm

CHAIR _____



DEVELOPMENT CONTROL COMMITTEE A

30th September 2020

REPORT OF THE DIRECTOR: DEVELOPMENT OF PLACE

LIST OF CURRENT APPEALS

Householder appeal

Item	Ward	Address, description and appeal type	Date lodged
1	Eastville	27 Baileys Mead Road Bristol BS16 1AE Erection of a two storey extension, roof alteration and rear dormers roof extension. Appeal against refusal Delegated decision	18/08/2020
2	Stoke Bishop	28 Old Sneed Park Bristol BS9 1RF Application for variation of a condition no.4 (Approved Plans) following grant of planning permission 17/05670/H - Extension to existing double garage - now proposed increased extension to garage. Appeal against refusal Delegated decision	19/08/2020
3	Windmill Hill	72 Bedminster Road Bristol BS3 5NP Two storey side and single storey front and rear extension with part two storey rear element and rear dormer extension. Appeal against refusal Delegated decision	25/08/2020
4	Henbury & Brentry	The Lodge Carriage Drive Bristol BS10 6TE Sycamore Tree T3 - Crown reduce canopy by a maximum of 30%. TPO 1148 Appeal against refusal Delegated decision	07/09/2020

Informal hearing

Item	Ward	Address, description and appeal type	Date of hearing
5	Ashley	Block C Fifth Floor Hamilton House 80 Stokes Croft Bristol BS1 3QY Notification for Prior Approval for a proposed change of use of a building from use class B1 (Office) to a dwellinghouse (Class C3). Block C5 - 5 Units. Appeal against refusal Delegated decision	TBA
6	Ashley	Block B First Floor Hamilton House 80 Stokes Croft Bristol BS1 3QY Notification for Prior Approval for a proposed change of use of a building from use class B1 (Office) to a dwellinghouse (Class C3). Block B1 - 4 unit. Appeal against refusal Delegated decision	TBA
7	Ashley	Block B Fourth Floor Hamilton House 80 Stokes Croft Bristol BS1 3QY Notification for Prior Approval for a proposed change of use of a building from use class B1 (Office) to a dwellinghouse (Class C3). Block B4 - 3 Units Appeal against refusal Delegated decision	TBA
8	Ashley	Block B Fifth Floor Hamilton House 80 Stokes Croft Bristol BS1 3QY Notification for Prior Approval for a proposed change of use of a building from use class B1 (Office) to a dwellinghouse (Class C3). Block B5 - 4 Units Appeal against refusal Delegated decision	TBA
9	Ashley	Block C First Floor Hamilton House 80 Stokes Croft Bristol BS1 3QY Notification for Prior Approval for a proposed change of use of a building from use class B1 (Office) to a dwellinghouse (Class C3). Block C1 - 5 units Appeal against refusal Delegated decision	TBA
10	Ashley	Block C Fourth Floors Hamilton House 80 Stokes Croft Bristol BS1 3QY Notification for Prior Approval for a proposed change of use of a building from use class B1 (Office) to a dwellinghouse (Class C3). Block C4 - 5 units. Appeal against refusal Delegated decision	TBA

11	Ashley	Ground Floor Hamilton House 80 Stokes Croft Bristol BS1 3QY Notification for Prior Approval for a proposed change of use of a building from use class B1 (Office) to a dwellinghouse (Class C3). Block C, Ground Floor - 1 Unit. Appeal against refusal Delegated decision	TBA
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Written representation

Item	Ward	Address, description and appeal type	Date lodged
12	Stoke Bishop	Casa Mia Bramble Lane Bristol BS9 1RD Demolition of existing dwelling (Casa Mia) and erection of four detached residential dwellings with associated garages, refuse storage, internal access road and landscaping (resubmission of application 17/07096/F). Appeal against non-determination Delegated decision	24/02/2020
13	Central	Slug And Lettuce 26 - 28 St Nicholas Street Bristol BS1 1UB Refurbishment of existing customer external seating area to include provision of two wooden pergolas and a seating Appeal against refusal Delegated decision	12/05/2020
14	Central	Slug & Lettuce 26 - 28 St Nicholas Street Bristol BS1 1UB Replacement internally illuminated oval sign above passage way entrance from Corn Street and internally illuminated wall mounted menu box sign within passageway. New externally illuminated projecting sign to Corn Street frontage. Appeal against refusal Delegated decision	12/05/2020
15	Central	Slug & Lettuce 26 - 28 St Nicholas Street Bristol BS1 1UB Externally illuminated hanging sign adjacent to gated passageway from Corn Street and internally illuminated menu box within passageway. Internally illuminated oval sign, above metal entrance gate from Corn Street. Appeal against refusal Delegated decision	12/05/2020
16	Lawrence Hill	15 Midland Road Bristol BS2 0JT Convert upper floor maisonette to form 2 No. flats including roof alterations. Appeal against refusal Delegated decision	12/05/2020

17	Easton	77 - 83 Church Road Redfield Bristol BS5 9JR Outline application for the erection of a four-storey building comprising 2no. ground floor retail units and 9no. self-contained flats at first, second and third floor levels, with matters of scale, layout and access to be considered (landscaping and design reserved). Appeal against refusal Delegated decision	12/05/2020
18	Clifton Down	104 Pembroke Road Clifton Bristol BS8 3EQ Enforcement notice appeal for replacement windows without planning permission. Appeal against an enforcement notice	14/05/2020
19	Frome Vale	67 Symington Road Bristol BS16 2LN One bedroom single storey dwelling in the rear garden of the existing property. Appeal against refusal Delegated decision	19/05/2020
20	Stockwood	2 Harrington Road Bristol BS14 8LD Erection of detached house and associated parking on land to the rear of 2 & 4 Harrington Road, Stockwood. (Self build). Appeal against refusal Delegated decision	19/05/2020
21	Stockwood	2 Harrington Road Bristol BS14 8LD Erection of 2-bed detached house and associated parking on land to the rear of 2 & 4 Harrington Road, Stockwood. (Self Build). Appeal against refusal Delegated decision	19/05/2020
22	Brislington West	Wyevale Garden Centre Bath Road Brislington Bristol BS31 2AD Creation of hardstanding for the purpose of ancillary storage. Appeal against refusal Delegated decision	22/05/2020
23	Redland	44 - 46 Coldharbour Road Bristol BS6 7NA Conversion of existing buildings from mixed use retail (ground floor) with residential maisonette (first and second floor) to five residential flats (4 no. additional flats) with building operations including ground and roof extensions, and roof terraces. Appeal against refusal Delegated decision	22/05/2020

24	Hartcliffe & Withywood	32 Hollisters Drive Bristol BS13 0EX Proposed first floor extension to existing house, demolition of garage and erection of one new dwelling. Appeal against refusal Delegated decision	26/05/2020
25	Hartcliffe & Withywood	30 Honey Garston Road Bristol BS13 9LT Application for a Certificate of Proposed Development - New Garage / work area. Appeal against refusal Delegated decision	29/05/2020
26	Henbury & Brentry	2 Turnbridge Road Bristol BS10 6PA Demolition of outbuilding, construction of 1 residential dwelling and associated works. Appeal against non-determination Delegated decision	02/06/2020
27	Southmead	37 Ullswater Road Bristol BS10 6DH Proposed two storey extension to accommodate a 3no. bed single dwelling house. Appeal against refusal Delegated decision	02/06/2020
28	Bishopston & Ashley Down	281 Gloucester Road Bishopston Bristol BS7 8NY Erection of canopy and metal glazed enclosure to the existing outdoor seating area to the front of the premises. Appeal against non-determination Delegated decision	12/06/2020
29	Central	9A Union Street Bristol BS1 2DD Change of use of first and second floors from a Class A1 use (Retail) to a House in Multiple Occupation, with 7no. bedrooms (sui generis). Proposed solar panel array at roof level. Appeal against non-determination	30/06/2020
30	Eastville	83 Stonebridge Park Bristol BS5 6RN Retention of raised rear deck/terrace, steps and pergola (not built in accordance with the consent granted under app.no. 19/00076/H). Appeal against refusal Delegated decision	03/07/2020

31	Eastville	83 Stonebridge Park Bristol BS5 6RN Enforcement notice appeals for extension works to rear (balcony and access steps to rear garden) not in accordance with plans approved as part of planning permission 19/00076/H. Appeal against an enforcement notice	03/07/2020
32	Southville	145 - 147 East Street Bedminster Bristol BS3 4EJ Proposed roof extension, with linking external enclosed staircase from the first floor. Appeal against refusal Delegated decision	21/07/2020
33	Henbury & Brentry	30 Charlton Mead Drive Bristol BS10 6LG Construction of a new dwelling on the existing site at 30 Charlton Mead Drive. Appeal against refusal Delegated decision	21/07/2020
34	Frome Vale	110 Oldbury Court Road Bristol BS16 2JQ Demolition of an existing garage and erection of 3 new houses within the garden of an existing end of terrace property. Appeal against refusal Delegated decision	11/08/2020
35	Clifton Down	41 Alma Vale Road Bristol BS8 2HL Enforcement notice appeal for use of ground floor and basement levels of building as domestic storage. Appeal against an enforcement notice	14/08/2020
36	Hillfields	21 Moorlands Road Fishponds Bristol BS16 3LF Detached dwelling. Appeal against refusal Delegated decision	17/08/2020
37	Southmead	533 Southmead Road Bristol BS10 5NG To extend and modify an existing structure to provide a new 1-bedroom house on a plot fronting Felstead Road. Appeal against refusal Delegated decision	18/08/2020
38	Avonmouth & Lawrence Weston	50 Church Leaze Bristol BS11 9SZ Erection of one dwelling house, parking and associated development. Appeal against refusal Delegated decision	20/08/2020

39	Ashley	Land Between 95 & 103 North Road Bishopston Bristol BS6 5AQ Retention of shipping container. Appeal against refusal Delegated decision	21/08/2020
40	Bishopston & Ashley Down	Land At 281A-D & 283A Gloucester Road Bishopston Bristol BS7 8NY Enforcement notice for the erection of canopy structure without planning permission. Appeal against an enforcement notice	28/08/2020
41	Clifton	Clifton Heights Triangle West Bristol Application for variation of Condition Nos. 3 (Operating Hours) following grant of planning permission - 12/03026/X - to extend the hours of use of the terrace associated with The Brass Pig. Appeal against refusal Delegated decision	01/09/2020
42	Redland	36 Woodstock Road Bristol BS6 7EP Erection of a structure on garage roof. Appeal against refusal Delegated decision	01/09/2020
43	Redland	36 Woodstock Road Bristol BS6 7EP Enforcement notice appeal for installation of timber/glazed structure at end of rear garden without planning permission. Appeal against an enforcement notice	01/09/2020
44	Avonmouth & Lawrence Weston	Giant Goram Barrowmead Drive Bristol BS11 0JT Demolition of the former Giant Goram public house and the development of 7 dwellings with associated private amenity space and parking. Appeal against refusal Delegated decision	03/09/2020
45	Ashley	79 Effingham Road Bristol BS6 5AY Enforcement notice appeal for formation and use of roof as outdoor amenity area/roof terrace including installation of railings. Appeal against an enforcement notice	03/09/2020

46	Ashley	79 Effingham Road Bristol BS6 5AY First floor balcony over flat roof rear extension, with part roofed area and privacy screening. Appeal against refusal Delegated decision	03/09/2020
47	Avonmouth & Lawrence Weston	8 St Andrews Road Avonmouth Bristol BS11 9EU Change of use from single dwelling house, to two self-contained 2no. bed flats (Retrospective). Appeal against refusal Delegated decision	14/09/2020
48	Avonmouth & Lawrence Weston	26 Woodwell Road Bristol BS11 9UW Erection of extension to create a single dwellinghouse with associated works. Appeal against refusal Delegated decision	14/09/2020
49	Eastville	2 Welsford Road Bristol BS16 1BS Two storey side extension to form a 3 bedroom separate dwelling. Two storey rear extension and loft conversion and landscaping in the rear garden with log cabin. Appeal against refusal Delegated decision	15/09/2020
50	St George West	Land At Junction Of Church Road And Chalks Road Bristol Erection of a four-storey building comprising a cafe bar (A4) at ground floor level and 9no. self-contained flats at first, second and third floor level. Appeal against refusal Delegated decision	15/09/2020
51	Westbury-on-Trym & Henleaze	47 Henleaze Avenue Bristol BS9 4EU Retrospective application for removal of wall and formation of vehicular access and hardstanding. Appeal against refusal Delegated decision	16/09/2020
52	Westbury-on-Trym & Henleaze	47 Henleaze Avenue Bristol BS9 4EU Enforcement notice appeal for the removal of boundary wall and formation of parking space. Appeal against refusal	16/09/2020

List of appeal decisions

Item	Ward	Address, description and appeal type	Decision and date decided
53	Clifton	26 - 28 The Mall Bristol BS8 4DS Erection of mansard roof to facilitate provision of 1No. single bedroom (two bed space) C3 residential apartment. Appeal against refusal Delegated decision	Appeal allowed 10/09/2020
54	Clifton	26 - 28 The Mall Bristol BS8 4DS Erection of mansard roof to facilitate provision of 1No. single bedroom (two bed space) C3 residential apartment. Appeal against refusal Delegated decision	Appeal allowed 10/09/2020
55	Central	Bristol General Hospital Guinea Street Bristol BS1 6SY Erection of two residential dwellings (Use Class C3) and a refuse store. Appeal against refusal Delegated decision	Appeal dismissed 07/09/2020
56	Central	Bristol General Hospital Guinea Street Bristol BS1 6SY Replacement of refuse store with two residential dwellings (Use Class C3) and a refuse store. Appeal against refusal Delegated decision	Appeal dismissed 09/09/2020
57	Brislington East	91 Wick Road Bristol BS4 4HE To erect a new dwelling. Appeal against refusal Delegated decision	Appeal dismissed 22/08/2020
58	Windmill Hill	Plot Of Land Fronting Former 164 - 188 Bath Road Totterdown Bristol BS4 3EF Removal of the 3no. existing hoarding advertisement signs, and installation of 2no. illuminated digital advertisements on support legs. Appeal against refusal Committee	Appeal allowed 16/09/2020
59	Hartcliffe & Withywood	Land Rear To Crosscombe Drive Bristol BS13 0DE Construction of two dwellings with associated parking, bike store and refuse storage. Appeal against refusal Delegated decision	Appeal allowed 02/09/2020

60	Hartcliffe & Witherwood	48 Gatehouse Avenue Bristol BS13 9AD Construction of a second storey over an existing single storey side extension to enable subdivision into two separate dwellings. Appeal against refusal Delegated decision	Appeal dismissed 09/09/2020
61	Clifton	The Adam And Eve Hope Chapel Hill Bristol BS8 4ND Extension and conversion of former public house to create 4no. self-contained flats with associated refuse storage and cycle parking (re-submissions of 19/01605/F & 19/01606/LA). Appeal against refusal Delegated decision	Appeal dismissed 08/09/2020
62	Clifton	The Adam And Eve Hope Chapel Hill Bristol BS8 4ND Extension and conversion of former public house to create 4no. self-contained flats with associated refuse storage and cycle parking (re-submissions of 19/01605F & 19/01606/LA). Appeal against refusal Delegated decision	Appeal allowed 08/09/2020
63	Knowle	Knowle Water Tower Talbot Road Bristol BS3 2NN The removal of 6 no. antennas and their replacement with 6 no. new antennas utilising existing support poles, the replacement of equipment cabinets within the existing internal equipment room and development works ancillary Appeal against refusal Delegated decision	Appeal dismissed 08/09/2020
64	Knowle	Knowle Water Tower Talbot Road Bristol BS3 2NN The removal of 6 no. antennas and their replacement with 6 no. new antennas utilising existing support poles, the replacement of equipment cabinets within the existing internal equipment room and development works ancillary Appeal against refusal Delegated decision	Appeal dismissed 08/09/2020
65	Clifton Down	Land To Side/rear Of 11 All Saints Road Bristol BS8 2JG Proposed detached two storey, 3no.bed single dwelling house with associated parking and amenity space. Demolition of walls and creation of access. Appeal against refusal Delegated decision	Appeal dismissed 01/09/2020
66	Clifton Down	Land To Side/rear Of 11 All Saints Road Bristol BS8 2JG Proposed detached two storey, 3no.bed single dwelling house with associated parking and amenity space. Demolition of walls and creation of access. Appeal against refusal Delegated decision	Appeal dismissed 01/09/2020

67	Stoke Bishop	22 Old Sneed Avenue Bristol BS9 1SE Alterations and extensions to the property on the north (rear), west and south (road) elevations to provide additional residential accommodation. Appeal against refusal Delegated decision	Appeal allowed 15/09/2020
68	Easton	122 Colston Road Bristol BS5 6AD Retrospective application for a rear dormer over a double storey extension. Appeal against refusal Delegated decision	Appeal dismissed 25/08/2020
69	Windmill Hill	2 Haverstock Road Bristol BS4 2BZ Retrospective application for excavation works to front garden and creation of hardsurface and removal of boundary for creation of vehicular access. Appeal against refusal Delegated decision	Appeal dismissed 25/08/2020
70	Southville	30 Greenbank Road Southville Bristol BS3 1RJ Removal of current roof and addition of one extra level of accommodation comprising of two bedrooms and one en-suite bathroom. Appeal against refusal Delegated decision	Appeal dismissed 18/09/2020

DEVELOPMENT CONTROL COMMITTEE A
30th September 2020

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

Item	Ward	Address, description and enforcement type	Date issued
1	Hartcliffe & Withywood	57 Goulston Road Bristol BS13 7SD Development not being undertaken in accordance with plans approved as part of planning permission 19/01897/H (which consented the erection of a replacement garage). Enforcement notice	17/09/2020

Development Control Committee A 30 September 2020

Report of the Director: Development of Place

Index

Planning Applications

Item	Ward	Officer Recommendation	Application No/Address/Description
1	Southville	Grant subject to Legal Agreement	18/06722/F - Land At Little Paradise & Stafford Street Bristol BS3 4DE Demolition and redevelopment to provide 2 new buildings (3-16 storeys) comprising 295 no. build-to-rent residential apartments (Use Class C3) including flexible gym, flexible activity space, concierge and residents lounge and 21 residential apartments for affordable housing (Use Class C3) and landscaping, public realm, bin storage, plant areas and cycle parking.
2	Southville	Grant subject to Legal Agreement	20/02647/FB - Little Paradise Public Car Park Little Paradise Bristol BS3 4DY Proposed development of a new public car park on the existing Little Paradise car park site.

index
v5.0514

WARD: Southville

SITE ADDRESS: Land At Little Paradise & Stafford Street Bristol BS3 4DE

APPLICATION NO: 18/06722/F Full Planning

DETERMINATION DEADLINE: 4 September 2019

Demolition and redevelopment to provide 2 new buildings (3-16 storeys) comprising 295 no. build-to-rent residential apartments (Use Class C3) including flexible gym, flexible activity space, concierge and residents lounge and 21 residential apartments for affordable housing (Use Class C3) and landscaping, public realm, bin storage, plant areas and cycle parking.

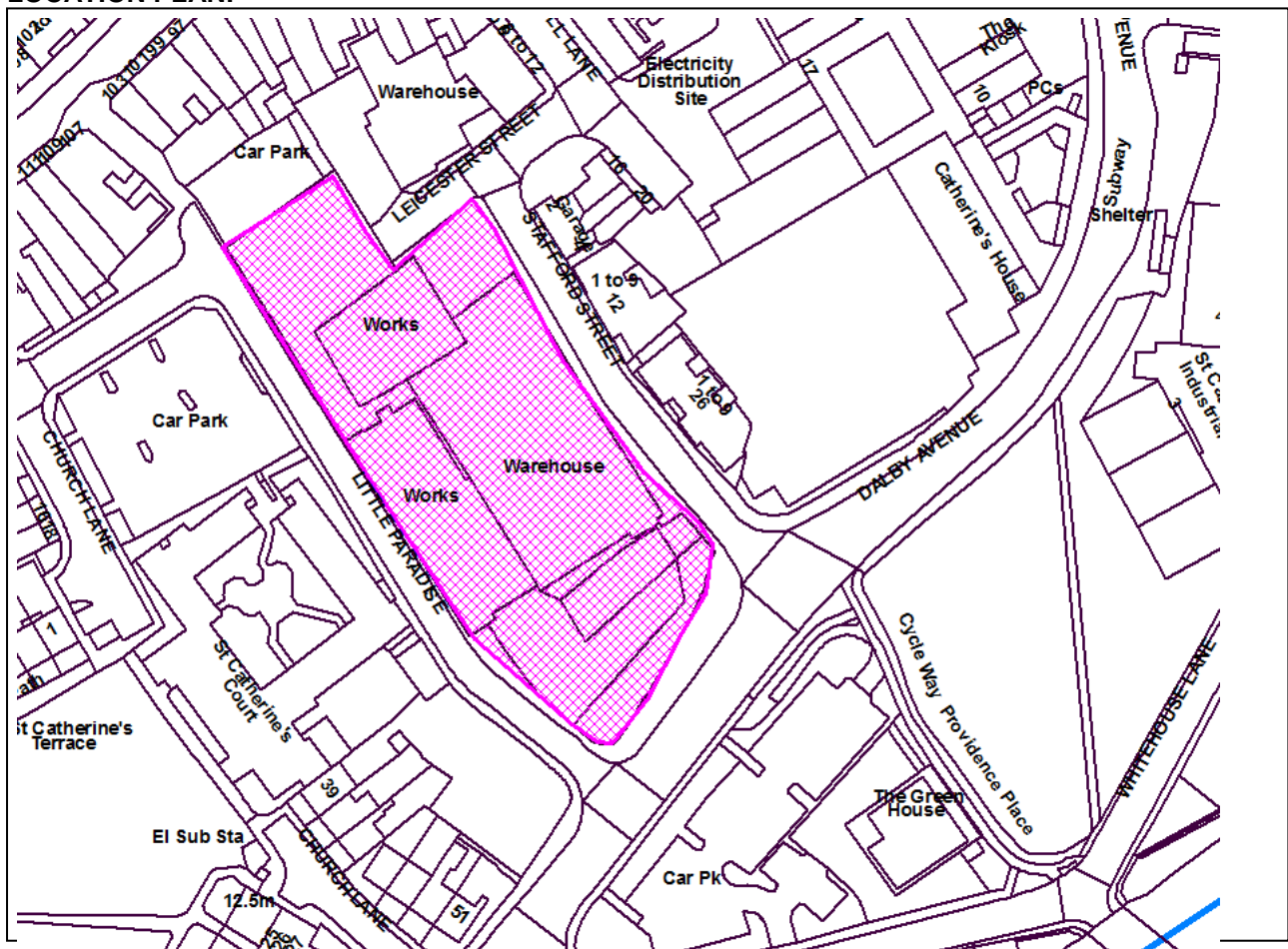
RECOMMENDATION: GRANT subject to Planning Agreement

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

APPLICANT: Dandara Living Trustees Ltd

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

LOCATION PLAN:



Development Control Committee A – 30 September 2020**Application No. 18/06722/F : Land At Little Paradise & Stafford Street Bristol BS3 4DE****SITE DESCRIPTION AND BACKGROUND**

This application relates to the land to the east of Little Paradise and to the west of Stafford Street, Bedminster, South Bristol. The site is currently occupied by a complex of interlinked warehouse buildings of two and three storeys in height with both flat and pitched roofs.

The buildings are currently vacant but were most previously occupied in commercial use (Use Class B1) by GPS Group and EPC Direct. Following this, part of the site was temporarily occupied as artist workshops. The application site includes three service yards; one to the south of the warehouses, one on the corner of Stafford Street and Leicester Street and one to the north west of the warehouses.

The site is bounded to the south by Malago Road (A38) and to the north by Leicester Street. The surrounding area is mixed in its character, with three-storey flats on the north eastern side of Stafford Street and two-storey flats and town houses to the south west of Little Paradise. To the north of Stafford Street is a site known as St. Catherine's Place which was proposed for redevelopment but was refused in 2020 for reasons of design and impact on residential amenity (ref. 18/05310/F).

To the north and west of the site there is a Council-owned car park, subject to a separate application (by Dandara and Bristol City Council) for a multi-storey car park (ref. 20/02647/FB) and to the north of Leicester Street an application is under consideration for the demolition of the existing three storey building (also formerly of GPS Group) and construction of a four-storey block of flats (ref. 19/01639/F).

The site is located approximately 70 metres south of the Bedminster Town Centre on East Street and the northern boundary of the site adjoins the Bedminster Conservation Area.

The application site is undesignated in the Bristol Local Plan; however, it does form one of five key sites identified within the Bedminster Green Framework. In response to a request from the Council for a holistic overview for the Bedminster Green area, the developers (including the developer for this application) produced a Framework, which was reported to and noted by Cabinet in March 2019.

The Framework is a high-level document that sets broad principles and parameters to help shape and integrate individual site-based development proposals, as they come forward through the planning and design process to create a high quality new urban quarter. In terms of planning decisions, the Bedminster Green Framework is a material planning consideration in relation to determination of planning applications for each site in the Bedminster Green area.

RELEVANT HISTORY

98/00846/F | Change of use from Use Class B8 (Storage and Distribution) to Use Class B1 (Business)

APPLICATION

This application seeks full planning permission for the demolition of the existing buildings on site and the construction of a series of interconnected blocks of flats ranging in height from four to 16 storeys and a separate northern block of three and four-storeys.

The application proposes two 'blocks':

- The main block would contain 295 build to rent apartments with communal facilities such as a concierge, residents' lounge, gym and cycle workshop.
- The northern block would contain 21 apartments which are proposed as affordable housing to be secured via s.106 Agreement.

Both parts of the proposed development would be in use class C3.

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The housing mix for the main block (295 build to rent apartments) is:

- 106 one-bedroom, one-person units
- 123 one-bedroom, two-person units
- 28 two-bedroom, three-person units
- 38 two-bedroom, four-person units

The housing mix for the northern block (21 affordable housing apartments) is:

- One one-bedroom, one-person unit
- 10 one-bedroom, two-person units
- 10 two-bedroom, four-person units

The overall housing mix proposed is:

- 107 one-bedroom, one-person units
- 133 one-bedroom, two-person units
- 28 two-bedroom, three-person units
- 48 two-bedroom, four-person units

The main block would consist of a tall building of 13, 14 and 16-storeys in height fronting onto Malago Road, a central block of eight-storeys, and a block fronting Leicester Street of five- and six-storeys in height. Each of these blocks would be linked by four-storey blocks with frontages along Stafford Street and Little Paradise.

The northern block would be three and four storeys in height located on the site of the Little Paradise North car park.

Two courtyards measuring 580sqm and 460sqm would be located within the development. A roof terrace (820sqm) is also proposed on top of the four storey parts of the main block.

The proposed blocks would be constructed in red or white glazed brick with reconstituted stone pre-cast concrete sections and would have aluminium balustrades to balconies and windows.

The site would have 388 cycle spaces for the main block, 31 cycles for the northern block and 32 cycle spaces within the public realm.

There would be a total of 71 car parking spaces located within the basement which is accessed via a ramp on Leicester Street to the north.

The development is proposed to connect to the District Heat Network.

RESPONSE TO PUBLICITY AND CONSULTATION**PUBLIC COMMENTS**

The application was submitted and validated in January 2019. In response to the proposals as submitted, 143no. comments were received from interested parties to the application.

Of the 143no. comments on the application as submitted:

- 4 comments were in support,
- 2 were neutral; and
- 137 comments were in objection.

A summary of issues raised is set out below:

Scale/ Massing / Design:

- Proposed heights do not adhere to the Bedminster Green Framework, exceed WHaM's site brief; and are not aligned with the Urban Living SPD.

Development Control Committee A – 30 September 2020**Application No. 18/06722/F : Land At Little Paradise & Stafford Street Bristol BS3 4DE**

- Little Paradise and Stafford Street are Victorian byways designed for small houses.
- The scale of the proposed development lacks human scale.
- Impact of the development on skyline views.
- Lack of amenity space within the development.
- Design is out of character with the local area.
- Size of proposed dwellings is too small.
- Poor interaction with public realm / streetscape.
- Overdevelopment of the site and too dense.
- Negative impact of the development on historical skyline and conservation area of East Street.
- Orientation would not allow for natural light into the apartments.
- Lack of green infrastructure and biodiversity provision within the scheme.

Housing Typology:

- Lack of family housing.
- Lack of mixed tenure and unit size.
- Concern the development would encourage transient behaviour.

Transport and Highways:

- Insufficient car parking proposed.
- Impact of the development on parking in the surrounding area.
- Impact on access for emergency vehicles.
- Concern regarding traffic increase in the local area; suggest improvements to be made to public transport and cycling.

Residential Amenity:

- Loss of light and overshadowing to neighbouring properties, particularly those on St. John's Churchyard and Stafford Street.
- Overlooking and loss of privacy to neighbouring properties.

Other:

- Lack of consultation with local community.
- Impact of high-rise development on mental health and well-being.
- Impact of the proposed development on local amenities such as GPs, schools and dentists.

Revised plans were submitted in May 2020 comprising the following changes:

- A change to the red line boundary to include an additional area of land to provide 21 residential apartments for affordable housing.
- A reduction in the number of build-to-rent residential apartments from 329 to 295.
- Revised layout of the buildings, the provision of courtyard spaces and roof terraces
- Extension of Leicester Street across the site to connect Stafford Street and Little Paradise.
- Alterations and landscaping to Stafford Street to accommodate a bus stop along the A38.
- Updates to the appearance and design of elevations and the public realm.
- Amendments to accommodate 71 car parking spaces (including 17 spaces for disabled users and 15 electric vehicle charging points) and 451 cycle parking spaces (32 of these cycle spaces are proposed for visitors).

Neighbours were re-consulted in May 2020. In response to the revised plans, 105 comments were received from interested parties.

Of the 105 comments:

- 4 were in support; and
- 101 were in objection.

The issues raised were consistent with the first round of consultation.

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Further revised plans were submitted in September 2020, comprising the following changes:

- Changes to internal apartments arrangement and associated minor elevational changes; and
- Submission of revised support documents including; revised Air Quality Assessment, Refuse Strategy and Drainage Strategy.

In response to the revised plans and at the time of writing this report, 28 comments were submitted from interested parties.

Of the 28 comments:

- 21 were in objection;
- 6 in support; and
- 1 neutral comment.

The issues raised were largely consistent with previous stages, with the following additional comments raised:

- Concern regarding lack of affordable and social housing.
- Impact on air quality due to traffic build up.
- Impact of the development on the landscape character of the area.
- Insufficient layout for refuse and bin stores; difficulty to implement the strategy.
- Insufficient cycle stores, lacking in detail.

AMENITY GROUPS**Bristol Civic Society – Objection**

On the revised scheme, the Civic Society welcomed a number of changes however objected to the potential impacts of the tall building on the character of Dalby Avenue and Bedminster Green, as well as the impact on the buildings to the north in terms of overshadowing and overbearing.

Windmill Hill & Malago Community Planning Group (WHaM) – Objection

Following submission of revised information in September 2020, WHaM made additional. They concluded that “the changes brought to the scheme seem to have been changes of mere convenience intended to pay lip service to comments received and not really deal with the fundamental problems of the design. They have failed to correct the refuse strategy and insist on providing small low-quality housing which they have rendered less usable by their changes. The privacy and poor daylight issues noted within our previous comments are still apparent. WHaM still does not support this application”.

BS3 Planning Group – Objection

BS3 Planning Group made the following comments in June 2020 on the revised plans:

1. It appears that despite numerous local objections being received that the revised plans have still not taken these into account adequately.
2. The development contravenes the Bedminster Green framework in terms of heights of buildings and in this respect, we support the views stated in the letter from Historic England dated 29/5.
3. The daylight assessment prepared considers the impact of this building alone and not the cumulative effect that it will have along with the nearby St Catherine's block. These two developments will overshadow East Street and also each other.
4. As with the daylight assessment the environmental assessment in terms of the wind movement and microclimate caused by such tall structures seems inadequate and is not upheld by empirical evidence of the vortex effect seen at buildings such as St Catherine's House. The planned walkways may feel more like wind tunnels.

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5. Although not previously considered or included in planning regulations the current situation of the pandemic and lockdown rules must now also be considered for this type of development to ensure 'future-proofing'. As the plans stand these are many properties that may feel isolated in the taller towers and the lift provision is not compliant with social distancing rules, to allow more than one person at a time to ascend/descend.
6. Linked to the above but also an issue in its own right is the single aspect nature of a large number of the dwellings planned. Most of the views are NE or NW facing, this will increase the feelings of isolation of residents if in a lockdown or self-isolated situation.
7. Some of the properties also appear to contravene the National Space Standard.
8. Whilst the lower towers look to be quite pleasant dwellings the higher the towers grow, the less pleasant the development looks and there also appears to be no clear justification for the tallest tower on the site. (Apart from perhaps the ROCE/Payback required).
9. With all towers having flats planned to ground level this does not give any opportunity for commercial space, creating a mixed development, this omission seems somewhat short-sighted and disappointing. Given the current economic environment the need for small office and retail space would appear to be increasing.
10. It was noted that within the plans it was considered that the presence of trees on the Green was a negative aspect. This seems a very unusual view to take. Green spaces and foliage are important to the well-being of residents and at this current time are being appreciated even more.

Bedminster Business Improvement District – Support

The Bedminster BID uploaded a letter of support. The BID represents 350 businesses.

“The Bedminster BID and Town Team has spent eight years trying to reinvigorate East Street, once the thriving retail heart of South Bristol. We have had wonderful support and involvement from the local community – and enjoyed some successes. However, it remains a huge challenge, with a much worsening retail outlook given the current crisis - sadly reflected in dozens of empty shops, and a proliferation of charity shops, pawnbrokers, vapeshops etc.

Given the impact of austerity over the past ten years and now Covid the prospect of significant and much needed investment by the public sector continues to be bleak. We believe therefore the best prospect for East Street and the many small business owners and their employees is to turn the area around via significant new local demand. An ongoing challenge for the businesses here is the low level of immediate catchment - for several years this has been our number one priority to address hence our firm support for developers whose buildings collectively will bring several thousand of new regular shoppers.

Dandara are now the most advanced with Little Paradise which brings with it the double 'whammy' of a multi storey car park the second key tenet to support retail success - accessibility. The various developments outlined in the BG Framework will create an estimated £3-5m worth of additional economic demand and transform the prospects for existing businesses and create the incentive for others to open here and finally turn the tide.

The continued growth and impact of the internet on retailing, the impact and consequences of Covid plus the recent closure of two of the largest retailers on East Street (Argos and Primark) means the time to act is indisputably now - because if not then soon when you go there, there will be no there.”

EXTERNAL CONSULTTEES**Environment Agency – No objection**

No objections were raised, subject to inclusion of conditions for a remediation strategy, verification plan, monitoring and maintenance of contamination, unexpected contamination and a condition prohibiting infiltration of surface water, unless agreed with the Local Planning Authority. Conditions were also requested for groundworks and boreholes.

Development Control Committee A – 30 September 2020**Application No. 18/06722/F : Land At Little Paradise & Stafford Street Bristol BS3 4DE****Historic England – Objection**

While we recognise the potential benefits of the place-making aspirations of the development, the overall impact upon the setting of the Conservation Area will be significant. We advise that while the Townscape and Visual Impact Appraisal interrogates a wide range of close and distant viewpoints, there should be some additional viewpoints added from key locations within the Conservation Area. Viewpoints 9 and 10 begin to demonstrate the full cumulative impact of the proposed development and approved/pending schemes for St Catherine's Place. There will be additional viewpoints that would need to be considered in view of impacts upon not only the Conservation Area but other designated and non-designated heritage assets.

Historic England has concerns regarding the application on heritage grounds. We consider that the issues and safeguards outlined in our advice need to be addressed in order for the application to meet the requirements of paragraphs 194 and 200 of the NPPF.

On the scheme as presented to DC Committee, an updated comment was provided to state that:

“We understand that the minor design amendments to the proposed development attempt to address the guidance outlined in the Urban Living SPD. These changes have not altered the overall massing of the scheme and there will still be impact upon the setting of the Bedminster Conservation Area. We therefore refer back to our original comments outlined in our letter of 11 April 2020.”

Recommendation

Historic England has concerns regarding the application on heritage grounds. We consider that the issues and safeguards outlined in our advice need to be addressed in order for the application to meet the requirements of paragraph 200 of the NPPF. In determining this application you should bear in mind the statutory duty of section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess, section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas and section 38(6) of the Planning and Compulsory Purchase Act 2004 to determine planning applications in accordance with the development plan unless material considerations indicate otherwise.”

BRISTOL WASTE – No objection

Detailed comments are available online. As there could be in excess of 51 bins needing to be presented at any one time, it is essential that the presentation point on Stafford Street / Leicester Street is designed appropriately to ensure that all bins can be stored there without causing an obstruction to other road users.

INTERNAL CONSULTTEES**City Design Group (CDG) –**

In response to the revised scheme, submitted in May 2020, the City Design Group provided the following response:

“Overview

The revised application is much improved over the original submission, based on a clearer form and layout (in a perimeter block structure) that better responds to surrounding streets. The transition in scale particularly at the northern end and its relationship to properties within the conservation area is also improved.

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The re-introduction of Leicester Street, and design principles to ensure Stafford Street are prioritised for pedestrian and cycle movement are all welcomed. The introduction of ground floor entrances to the Little Paradise frontage, with the potential to provide activation and animation to this street, is also a key benefit.

However, against these extensive improvements the proposal is not yet considered to have addressed key policy issues (BCS21, Site Allocation and Development Management design policies, and recommendations in the Urban Living SPD). It also goes beyond parameters outlined in the Bedminster Green Framework without sufficient justification.

Key issues to be resolved are set out below.

1. Justification for the height of the main 16 storey building and flanking 'wings' fronting Malago Rd.

- The Framework acknowledges a 'Tall Building Opportunity' in this location of 10 or more floors, and complementary to this the Urban Living SPD seeks evidence of how tall buildings demonstrate design excellence.
- Advice provided in February 2020 was clear that a building of this height and scale could be acceptable *if* significant justification was provided (as per the Framework through technical assessments, detailed design process and on the basis of achieving overall benefit), and *if* it was demonstrated that proposals positively responded to Part 3 of the UL SPD.
- To the Visual Quality (Q3.1 to Q3.3 of the UL SPD) the proposed tall building has a good rationale that informs the composition of its height and scale. The 14 and 16 storeys are the major component of the built form. This massing is broken down by a central glassed recess that gives natural light to the stairs core. The strong horizontality given by the over sailing balconies adds to the architecture articulation. The building clearly expresses the base, middle and top as recommended in the UL SPD.
- However, consideration against Locational Criteria (Fig.12 pg. 51 UL SPD) is less convincing. The visual impact analysis confirms that the effect of the tall building on the Conservation Areas is significantly adverse (viewpoints 16, 17, 22).
- Further justification behind the rationale a 16-storey building, with a 14-storey flank, that fully addresses policy and Framework requirements and aspirations is required here.
- Despite the proposed slender depth, the taller elements will reduce how much sky is visible from properties on surrounding streets, and will impact the amount of sunlight and shading experienced by the proposed internal courtyard and lower buildings behind it. The wide tower would cast a large, slow moving shadow that will directly affect the liveability aspects of the scheme.
- In this context, and to address requirements for a detailed design that responds to technical assessments, the impacts of a reduction in overall height of the building and width of the tower (making a more slender building) should be explored.

2. Technical assessments not considered to support or justify height of the tall elements

Internal Daylight Report:

The report only uses Average Daylight Factor to assess the suitability of internal layouts. Vertical Sky Component and No Sky Line have not been assessed. There is also no assessment of sunlight access to internal spaces or amenity spaces.

There is concern that only the first three floors across the blocks have been tested. The results have then been extrapolated to form a conclusion which suggest a high compliance rate. Given the location of the 16 storey building to the south of the rest of the development, and tight proximity of building frontages - particularly across the internal courtyards - all units should be tested.

Development Control Committee A – 30 September 2020**Application No. 18/06722/F : Land At Little Paradise & Stafford Street Bristol BS3 4DE**

This appears to be an incomplete assessment, and as such does not provide enough information to assess against the recommendation of the Urban Living SPD.

Daylight and Sunlight to existing properties:

The key issue here is the impact on residential units along Stafford Street. The argument for significant reductions, beyond the allowance of the BRE guidance, is the form of the development along Stafford Street going right up the boundary.

In an urban context there is an assumption that development will address a street edge, without significant set-back. Therefore, to understand the cumulative impact of the scale of proposals at Little Paradise a mirror-test should be used to set a baseline, from which any additional reduction in values due to the increased scale of proposals can be understood.

The submitted assessment does not allow the necessary consideration of *either* the quality of all proposed residential units (in terms of light received, shadow analysis, aspect and orientation) *or* the impact on existing residential properties on Stafford Street.

This assessment needs to be supported by an up-to-date shadow analysis, as requested in our comments provided in February 2020. The study submitted on page 22 does not demonstrate the projected shade of the current proposal during different times of the year.

The microclimate assessment has discrepancies in the wind effect review which states that the height differential is within the recommended limits (<2.5x average height of surrounding buildings). This is not the case for the tall building. Therefore, how the micro-climate is affected by the proposals is still to be understood.

The submitted breakdown of units in terms of their orientation, dual/single aspect and private amenity space is helpful. It demonstrates that all units benefit from balconies or Juliet windows. However, there is a particular concern when considering the space standards of smaller studio units. The proposed studio units do not appear acceptable in terms of their size in relation to their aspect and orientation, and the amount of daylight/ sunlight they receive.

Further analysis of information provided indicates that there is a high proportion of single-aspect units contrary to policies.

Single aspect flats:

- Main block: 64%
- Affordable housing block: 71%

It is strongly recommended that there is a reduction in numbers of single aspect units. Reducing the height of the tall building and reviewing the layout, unit type and aspect of the central 8-storey block of apartments could achieve this aim.

3. AH units fronting Little Paradise face the servicing area of the main block without any relief by way of landscaping or benefits to the public realm

The level of single aspect units without natural ventilation is not acceptable and needs to be reviewed.

- Existing trees are proposed to be removed without any replacement that could provide such relief. This element needs to better respond to the challenge of: a) directly facing the servicing area at the rear of East Street units; b) trees and planting opportunities; c) potential increased pedestrian movement; d) servicing the residential units.”

In response to the comments of City Design Group above, further revised proposals were provided which included changes to the internal apartment arrangements and minor elevational changes.

Development Control Committee A – 30 September 2020**Application No. 18/06722/F : Land At Little Paradise & Stafford Street Bristol BS3 4DE****Transport Development Management (TDM) – Approval subject to s106 contributions and conditions**

Detailed TDM comments are attached as a supporting document to this report.

TDM are in a position to recommend approval of the application subject to the application of the following conditions and the below s106 contributions.

The applicant has confirmed they will provide the following s106 contributions towards the mitigation of the development for BCC to spend on the following:

• Restrictive Parking in Surrounding Area	£115,974
• Electric Vehicle Car Club	£42,745
• Travel Plan	£37,288
• TRO	£17,739
• Windmill Hill Traffic Measures	£16,568
• Dean Lane Cycle Route	£52,188

The following conditions are to be applied:

- Highway works – General Arrangement Plan
- Highway to be adopted (Leicester Street)
- Structure Adjacent To/Within 6m of the Highway
- Construction Management Plan
- Implementation/Installation of Refuse Storage and Recycling Facilities
- Completion of Vehicular Access – Shown on Approved Plans
- Completion of Pedestrians/Cyclists Access
- Completion and Maintenance of Vehicular Servicing facilities
- Completion and Maintenance of Car/Vehicle Parking
- Completion and Maintenance of Cycle Provision
- Electric Vehicle Charging Points
- Delivery & Servicing Plan
- Waste Management Plan
- Restriction of Parking Level on site
- Protection of Parking and Servicing Provision
- Gates to be Set Back from the Adopted Highway
- Travel Plan – Implemented by the Highways Authority

The following advices are to be applied:

- Works on the Public Highway
- Traffic Regulation Order (TRO)
- Highway to be Adopted
- Impact on the highway network during construction
- Restriction of Parking Permits – Existing Controlled Parking Zone/Residents Parking Scheme
- Highway Condition Survey
- Excavation Works on the Adopted Highway
- Street Name and Numbering
- Structure Adjacent To/Within 6m of the Highway
- Freight Consolidation

Development Control Committee A – 30 September 2020**Application No. 18/06722/F : Land At Little Paradise & Stafford Street Bristol BS3 4DE****Air Quality – No objection**

The air quality assessment has considered the predicted air quality impacts from the proposed development during both the construction and operational phases. The construction phase impacts have been assessed using Institute of Air Quality Management Guidance to identify the required level of mitigation needed to ensure that impacts from dust generation are considered acceptable. Dust mitigation measures are identified in Table 20 of the report and should be conditioned as part of the planning process to ensure that they are implemented fully during construction.

The development proposal includes 71 parking spaces and as a result is predicted to increase the level of vehicle movements in the area in the opening year of 2023. In addition to this development site there are a number of other planning applications in the process of being brought forward in the area. These have the potential to increase emissions of pollutants to air from both increased vehicle movements and emissions from on-site energy plant. Whilst not technically 'committed development' the planning applications are developed to a level that it is considered appropriate to include them in future baseline air pollution scenarios. The applicant has added the predicted impacts from the Bedminster Green development sites, as listed below, to the baseline pollution levels for 2023 in their do minimum scenario. In the do something scenario the predicted impact from the additional 71 parking spaces has been considered and the significance of the air quality impacts from these additional vehicle movements is described using the Institute of Air Quality Management/Environmental Protection UK impact descriptors.

Emissions from both vehicle movements and energy plant from the following developments have been added to the baseline 2023 do minimum scenario:

- Plot 1;
- Plot 2 (13/05616/P); and,
- Plot 4b (20/02647/FB).
- Plot 5 - detailed proposals for Plot 5 have not been produced to date. As such, the predicted vehicle trip generation was calculated by factoring the values from Plot 4 by the difference in proposed units.

The biggest predicted increase in annual average nitrogen dioxide levels is $0.1\mu\text{g}/\text{m}^3$ at residential receptor locations on East Street where maximum 2023 NO_2 concentrations of $39.4\mu\text{g}/\text{m}^3$ are predicted. This is just marginally below the legal annual objective for this pollutant of $40\mu\text{g}/\text{m}^3$. The increase of $0.1\mu\text{g}/\text{m}^3$ is described as negligible and therefore the impacts upon air quality from the proposed development are considered to be acceptable. As a result, I do not have concerns with regards to the impacts from this proposed application and do not object on grounds of air quality.

Potential Cumulative Impacts

The assessment methodology used to account for cumulative development impacts is considered acceptable. The report conclusions and impact descriptors are based on the predicted pollution increase from the Plot 4 development only. The EPUK/IAQM methodology considers both the baseline pollution levels and the size of the increase in pollution to determine the significance of an increase in pollution levels. Information on predicted increases in pollution from on-site energy plant proposed for Plot 1 and Plot 2 have been provided in the air quality assessment. A worst case scenario has been used in which $0.34\mu\text{g}/\text{m}^3$ has been added to the 2023 baseline annual NO_2 concentrations at each receptor location to account for the energy plant emissions. A $0.34\mu\text{g}/\text{m}^3$ increase in annual NO_2 concentrations where baseline pollution is above $38\mu\text{g}/\text{m}^3$ would be described as slight adverse using IAQM/EPUK impact descriptors. No information has been provided on the increases in NO_2 expected to come from the additional cumulative vehicle movements in 2023.

This has been highlighted to illustrate the point that it is possible that the impacts from individual developments being brought forward could be described as negligible, when adding the increases from individual plots to a baseline which includes cumulative development impacts. However, if the significance of increases in air pollution associated with all committed developments were to be

Development Control Committee A – 30 September 2020**Application No. 18/06722/F : Land At Little Paradise & Stafford Street Bristol BS3 4DE**

assessed in one “Bedminster Green Air Quality Assessment” then it is my opinion that the impacts are likely to be as slight adverse as a minimum at some receptor locations. This shows the importance of the sustainable transport proposals being brought forward in this area from an air quality perspective.

Sustainable Cities – No objection

See Key Issue G.

Flood Risk Manager – No objection

The Lead Local Flood Authority consider that the revised drainage strategy is deemed acceptable.

Nature Conservation – No objection**Contaminated Land Environmental Protection – No Objection**

The Desk Study is adequate, for a further source of information we recommend using Know Your Place (<http://maps.bristol.gov.uk/kyp/?edition=>) and the 1950 Town Plan mapping, which indicates part of the site was a static water tank, hauliers, stables and building requisitioned for the ministry of food. There are also a number of photographs that show the extent of the bombing during World War Two in this street.

With respect to the Phase 2 assessment the testing that has occurred we agree with the comments made by the Environment Agency and would like to see any answers prepared to the queries raised. The samples taken were very limited spatially, we expect further testing to occur around the site and we concur with the EA condition wording that would allow for demolition to occur prior to any further site investigation.

We were unable to view the results of the two rounds of ground gas monitoring in the submission to the planning portal. It is likely further sampling is required, as two rounds alone is not a sufficient monitoring frequency according to industry standards (CIRIA C655).

It would be useful to ascertain how materials are to be managed at the site for example will made ground remain in situ (in areas without a basement) and will the materials excavated from the basement be retained elsewhere on site? What mechanism will be used to manage this (DoWCoP/Permit)?

Overall, we concur with the proposed set of conditions made by the Environment Agency and would have no objection to these being used with any future planning consent. The reason should be amended to include an additional sentence. 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.

Environment Health – No objection**Archaeology – No objection**

The submitted archaeological desk-based assessment has identified that this site has some archaeological potential and that remains are likely to survive despite later developments. It is likely that these remains will be of local significance and warrant recording prior to their loss. Consequently, archaeological conditions for a programme of works should be attached to any planning future consent.

Development Control Committee A – 30 September 2020**Application No. 18/06722/F : Land At Little Paradise & Stafford Street Bristol BS3 4DE****RELEVANT POLICIES**

National Planning Policy Framework – February 2019

Bristol Local Plan, Comprising Core Strategy (Adopted June 2011), Site Allocation and Development Management Policies (Adopted July 2014) and The Bristol Central Area Plan (Adopted March 2015) (as appropriate) and SDP2 A guide for Designing House Alterations and Extensions (October 2005).

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?**

Section 5 of the NPPF sets out the approach to 'Delivering a sufficient supply of homes'. It states the importance of having a sufficient amount and variety of land coming forward to meet housing requirements.

Policy BCS1 of the Bristol Core Strategy sets out that South Bristol will be a priority focus for development and comprehensive regeneration, including the delivery of new office floorspace, industrial and warehousing land and the provision of 8,000 new homes.

Policy BCS5 sets out that the Core Strategy aims to deliver new homes within Bristol's existing built up areas to contribute towards accommodating a growing number of people and households in the city. Between 2006 and 2026, 30,600 new homes will be provided in Bristol.

Policy BCS8 states that employment land outside of designated industrial areas will be retained where it makes a valuable contribution to the economy and employment opportunities.

Policy BCS20 states that development should maximise opportunities to re-use previously developed land.

The existing site was formerly occupied by light industrial units, which were vacated in 2015. The site has been subject to temporary use but not formally occupied by a business. The site is not designated for an employment use, or for any other use within the Bristol Local Plan.

The Planning Statement (GVA, 2018) submitted with the application outlines a number of issues with the site which restrict its attractiveness to prospective businesses. These include a lack of parking, restrictions on servicing and limitations to the access to the site.

Given the significant length of time that the units have been vacant and the issues highlighted with the site in terms of future development potential for employment uses, it is considered that the site does not, and is unlikely to in future, make a valuable contribution to the economy or offer significant employment opportunities.

The proposed development would contribute positively to the delivery of homes in south Bristol in accordance with the NPPF, Policies BCS1 and BCS5 and would be located on previously developed land in accordance with Policy BCS20.

The site would be located within a sustainable location, close to shops and services within the Bedminster Town Centre, and would be in keeping with the existing and emerging residential context of the area.

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The proposed residential use would be in accordance with the proposed land uses set out within the Bedminster Green Framework (Figure 50) whilst creating an active frontage onto Malago Road/Dalby Avenue with the proposed residents' gym and cycle workshop.

It is considered that the loss of employment land is justified and that the principle of residential development is supported by the Local Plan.

B. IS THE PROPOSED DEVELOPMENT VIABLE, AND DOES IT PROVIDE AN APPROPRIATE 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 316 dwellings and therefore it is required to comply with Core Strategy Policy BCS17, which seeks the provision of up to 30% affordable housing (95 affordable dwellings) subject to scheme viability.

The National Planning Policy Framework (NPPF) and the associated Planning Practice Guidance (PPG) were revised in 2019, and these revisions are pertinent to the assessment of scheme viability. This is particularly so in respect of Build to Rent schemes, which are predicated on a long-term income stream, rather than being sold on completion. Policy BCS17 does not deal specifically with Build to Rent, however it is relevant to note that PPG suggests that 20% is a suitable benchmark for affordable housing provision from Build to Rent schemes.

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

The RLV is calculated by ascertaining the value of the completed development and subtracting from this all the costs involved in bringing the development forward (e.g. build costs, professional fees, legal costs, financing costs etc) and the developers profit. All inputs are based on present day costs and values.

The revised PPG includes the following statements about BLV:

“To define land value for any viability assessment, a benchmark land value should be established on the basis of the existing use value (EUV) of the land, plus a premium for the landowner.”

The Applicant has claimed that, to remain viable in planning terms, the proposed scheme is unable to provide any affordable housing. A detailed viability appraisal and supporting commentary has been submitted by Avison Young on behalf of the Applicant in support of the claimed viability position.

Despite the viability claim, the Applicant has offered to provide 21 affordable dwellings (7%), and these would be contained in the development block located just to the north of Leicester Street.

Officers commissioned Lambert Smith Hampton (LSH) to assess the Avison Young viability appraisal and advise the Council as to whether the Applicant's claim was reasonable.

Whilst LSH agreed with many of the inputs used by Avison Young, there were a number of areas of disagreement, the key one being Operating Expenditure (OPEX). This is the cost of operating and maintaining the scheme once it is completed, and includes things such as cleaning regimes, concierge services, building maintenance, void costs, etc.

Avison Young initially claimed that this figure should be set at 27.5% of the rental value, and then increased this to 33%. LSH initially considered that the figure should be set at 25%.

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LSH concluded that with an OPEX of 25% the scheme could provide the 21 affordable dwellings whilst remaining viable, and in addition it would be left with a surplus of £350,000 that could be used to provide additional affordable dwellings.

There then followed meetings between the viability consultants to discuss this issue, and the following paragraphs are extracted from LSH's final report:

“This is in light of the evidence provided by Dandara where they are operating assets at closer to 30.00% and above in locations such as Leeds, Birmingham, Manchester and Aberdeen (approx. 3,000 units in total). Ed Tynan (Dandara) also confirmed in his working experience with Grainger plc, the target level for OPEX was always at 25.00% but this was not achieved on any of their developments.

As we have stated previously, direct comparison to similar schemes within Bristol to identify OPEX is not possible due to lack of data. We expand on this point to note that the PRS market remains in its infancy stages and detailed evidence of a defined level of OPEX is limited and often percentage levels vary significantly between operators and also locations.

We also consider that whilst we have previously utilised 25.00% OPEX, we consider a range of between 25.00% to 27.50% is suitable and justified.

..... we consider a marginally increased level of OPEX can be considered suitable and we have therefore provided two appraisals based on 25.00% OPEX and 26.25% OPEX, i.e. at the mid-point of our original 25.00% and AY original level of 27.50%. Based on the information available, we consider it is not possible to confirm the exact level of OPEX with a range being suitable.”

Put simply, LSH do not consider that (at this point in time) there is enough local evidence for them to categorically state that OPEX should be set at 25%, and that anywhere in the range of 25% to 27.5% may be suitable. As mentioned above, at 25% OPEX the scheme is considered to be viable with a surplus of £350,000. However, at 26.25% (the mid-point in the range) the scheme would not be viable and would show a deficit of £330,000.

Given the lack of local evidence, it is likely that any form of arbitration, or a planning inspector at an appeal, would consider the mid-point to be a reasonable level to set OPEX.

On that basis, officers consider that the Applicant's offer of 21 affordable dwellings, which would comprise 16 Social Rent dwellings and 5 Shared Ownership dwellings to be acceptable.

Conclusion

The provision of 21 affordable dwellings (7%) comprising 16 Social Rent dwellings and 5 Shared Ownership dwellings is an appropriate level of affordable housing and is in compliance with Core Strategy Policy BCS17. This should be secured through a Section 106 Agreement.

In addition, a viability review should be required if the development has not commenced within 18 months of a planning consent being granted.

C. WOULD THE PROPOSED HOUSING TYPE AND MIX APPROPRIATE?

The form of residential development proposed here is referred to as “Build to Rent” which is defined in the National Planning Policy Framework (NPPF) as:

“Purpose built housing that is typically 100% rented out. It can form part of a wider multi-tenure development comprising either flats or houses but should be on the same site and/or contiguous with the main development. Schemes will usually offer longer tenancy agreements of three years or more

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and will typically be professionally managed stock in single ownership and management control.” (NPPF, Annex 2, Glossary)

In terms of Planning Practice Guidance, in relation to ‘Planning for build to rent’ (Paragraph: 001 Reference ID: 60-001-20180913): this is a distinct asset class within the private rented sector, and has been defined in the National Planning Policy Framework glossary, in order to simplify its treatment within the planning system.

Whilst there currently isn’t a specific plan policy setting out the Council’s approach to Build to Rent, PPG advises that:

“If a need is identified, authorities should include a plan policy setting out their approach to promoting and accommodating build to rent. This should recognise the circumstances and locations where build to rent developments will be encouraged – for example as part of large sites and/or a town-centre regeneration area.”

Policy BCS18 supports a neighbourhood with a mix of housing tenures, types and sizes to help support the creation of mixed, balanced and inclusive communities.

The proposed development would provide a total of 240 one-bedroom apartments (75% of total) and 76 two-bedroom apartments (25%).

The following mix of one- and two-bedroom apartments is proposed:

- 107 one-bedroom, one-person units ranging in size between 31sqm and 44sqm.
- 133 one-bedroom, two-person units ranging in size between 41sqm and 54sqm.
- 28 two-bedroom, three-person units.
- 48 two-bedroom, four-person units.

The application site is within the Bedminster East Lower Super Output Area (LSOA), which consists of 46% one-bedroom dwellings and 42% two-bedroom dwellings. 91% of dwellings are flats, apartments or maisonettes.

Accounting for the development into the above mix, it is estimated that flats would account for 94% of housing stock. If the development were to be implemented, one-bedroom dwellings would equate for 54% of the housing mix within Bedminster East, with two-bedroom dwellings accounting for 36% of the housing stock.

It is noted that within the wider Bedminster area, the predominant dwelling type is terraced housing (50%) and the housing mix is generally good with 2 bedroom homes making up 41% of housing stock, with 3 bedrooms equating to 29% of the total and one bedrooms equivalent to 24% of housing stock.

The application proposes a significant proportion of one-bedroom, one-person units, equivalent to 34% of the total. These studios are not typically accepted within developments in Bristol as these are not adaptable or flexible. A pragmatic approach has been taken to accepting some one-bedroom, one-person units on other build-to-rent schemes in Bristol’s City Centre such as at the former Avon Fire HQ (ref. 19/01255/F), ND6 (ref. 17/04673/F) and at the former Ambulance Station (ref. 17/04267/F). Whilst previously the proportion of small units has been lower, the proposed development includes a significant amount of internal and external communal amenity space and is considered on balance to be acceptable.

The scheme would not provide any family accommodation (units of three bedrooms or more), however it is noted within the Bedminster Green Framework that the area is “suited to smaller households due to its constrained urban nature close to the centre of Bristol”. Whilst there is an existing imbalance towards one-bedroom units within Bedminster East LSOA, there is generally a diverse housing mix in the wider Bedminster and Southville Wards. The development would provide a

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new tenure offer is part of a town centre regeneration area, and on balance, it is considered to support the creation of a mixed and balanced community.

D. WOULD THE PROPOSED DEVELOPMENT BE OUT OF SCALE OR CONTEXT WITH THE SURROUNDING AREA?

Policy BCS20 sets out that an appropriate density should be informed by the characteristics of the site and the local context.

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

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

The proposed development would consist of two blocks – the main block would have a 16-storey building fronting Malago Road, a central building of eight-storeys and a five- and six-storey building connected by a four-storey perimeter block.

The building would be constructed in red brick and concrete, with aluminium framed windows and doors.

j) Scale and massing

The Bedminster Green Framework outlines indicative parameters for heights within the Bedminster Green area. At Little Paradise and Stafford Street, the Framework shows predominantly mid-high and low-rise development of between 2 and 9 floors, with an opportunity for a tall building of 10 or more floors shown on the corner of Malago Road and Stafford Street.

The northern block would be three and four storeys in height located on the site of the Little Paradise North car park. This would be compliant with the indicative parameters for heights indicated in the Framework.

On the main block, the block fronting Leicester Street (five- and six storeys), central block (eight storeys), and linking blocks (4 storeys) are within the height parameters set out within the Framework. The tall building fronting onto Malago Road is located on the opportunity for tall building (10 or more floors) is 13, 14 and 16-storeys in height and higher than the parameters indicated in the Framework.

City Design Group has responded to the revised plans to indicate that the transition in scale down towards the Bedminster Conservation Area and the relationship with the largely two- and three-storey buildings which front East Street is significantly improved with the revised proposal. Concerns have been raised by City Design Group that whilst the Framework acknowledges a tall building opportunity, they do not consider that there is sufficient justification for the height of the main 16 storey building and flanking 'wings' fronting Malago Road.

The tall building successfully expresses a base, middle and top as advised by the Urban Living SPD and the massing of the proposed building is broken down by a central glass recess which would provide natural light to the staircore.

The width and depth of the tall building would have an impact on the liveability of the adjacent parts of the development, including the proposed courtyards situated to the north, as well as existing residential properties on Little Paradise and Stafford Street. Further commentary on the impact of the proposed development on residential amenity is included within Key Issues F and G.

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The Bedminster Green Framework outlines that Little Paradise should include a key frontage onto Malago Road and this should include a framing avenue frontage. It indicates that flexible space such as workspaces, community or health uses could be provided along the frontage with Malago Road.

The revised proposals provide a clearly defined perimeter block structure which responds to the numerous frontages of the block along Little Paradise, Malago Road and Stafford Street.

The proposed development would incorporate active frontages along Malago Road and Stafford Street with the introduction of a concierge, residents' lounge, gym and cycle workshop at ground floor level. The revised scheme also introduces street-level activity through the inclusion of accesses to the apartments along the Little Paradise Frontage. This is supported.

Defensible space in the form of steps and a terrace area is proposed along Little Paradise, and this would help to protect the amenity of future occupiers as well as providing some semi-private amenity space.

*iii) Internal spaces, circulation and configuration**- Overheating and future adaptation*

The Sustainable Cities team has outlined that overheating mitigation measures will be integrated into the design and the Internal Daylight Report (Point2 Surveyors) outlines that acceptable levels of daylight would reach internal spaces.

The internal layout would include a number of long internal corridors resulting in a large number of dwellings being accessed off each corridor. Where corridors serve in excess of six flats, the Urban Living SPD advises that spaces should include natural lighting. Natural light has been incorporated through the inclusion of windows at the extremity of a number of corridors and the fully glazed staircores. This is supported and addresses the potential issues outlined in the Urban Living SPD.

Overall, 62% of proposed flats would meet the nationally described space standards for their respective dwelling types and sizes. A large amount of internal and external communal amenity space is proposed. Further details of the assessment of the amenity for future occupiers is included in Key Issue G.

A total of 112 apartments would be dual aspect, with an additional 76 apartments benefitting from a second aspect via a 'slot' window, measuring 0.6 metres wide. Further detail on the effect this has on future residents is provided within Key Issues F and G.

iv) Materials

The revised plans show a great improvement in terms of materiality; the use of red brick is much more in keeping with the character of South Bristol and the nearby Conservation Area, whilst the use of concrete panels and alternate brick coursing is effective at breaking down some of the larger elevations.

The proposed development would also include aluminium windows, doors and balustrades which are considered to be acceptable. Conditions have been added to require further details of the proposed materials and for the submission/review of sample panels to show how the composition of materials would work in practise.

v) Public Realm and Landscape

The Bedminster Green Framework identifies the need to enhance pedestrian connectivity along Stafford Street and Leicester Street and states a preference that these streets are prioritised for pedestrian and incorporate street planting where appropriate.

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The proposed development proposed is fronted on all four sides by adopted highway. The re-introduction of Leicester Street (from Stafford Street through to Little Paradise Street), and design principles to ensure Stafford Street are prioritised for pedestrian and cycle movement are welcomed. Works agreed incorporate the narrowing of Stafford Street (enabled by a one-way traffic order) and the provision of widened footways that allow for greater public realm / planting, in addition to dedicated loading / delivery service bays.

The works secured through this application will also lead to an enhancement / re-routing of the cycle route between Providence Place and East Street, via Stafford Street, a new section of Leicester Street and Little Paradise, therefore providing a more direct linkage and along a less-trafficked route than would otherwise be the case.

The details of the detailed landscaping and highways works are secured by way of condition.

vi) Outdoor space and children's play

The main block would benefit from communal outdoor space in the form of the two central courtyards, the winter garden and the roof garden. In addition, 76% of the proposed dwellings would benefit from private amenity space in the form of either a balcony or a roof terrace. The north block would benefit from a rear courtyard and a roof garden.

Utilising Bristol City Council's Child Yield Calculator, as referenced in the Urban Living SPD, it is estimated that a total of 27 children would live in the proposed development. It is expected that 10sqm of outdoor space should be provided for each child, equivalent to 270sqm overall. The proposed development would offer a considerable amount of communal outdoor space (in excess of 1,800sqm) and subject to the provision of an acceptable hard and soft landscaping scheme, is considered to offer sufficient opportunities for outdoor play.

vi) Conservation Area

There would likely be impacts upon the Bedminster Conservation Area, located to the north of the site, as highlighted within the consultation response from Historic England.

Officers consider that the proposals would likely result in less than substantial harm to the Conservation Area, and in accordance with section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and paragraph 196 of the National Planning Policy Framework, Officers have considered the public benefits of the proposal weighed against impact upon the historic environment.

It is considered that the height and density of the proposed development supports the overall viability of the scheme, the public benefits would be:

- the creation of 21 new affordable homes for which there is significant need;
- the provision of land for an inbound bus stop;
- the extension of Leicester Street across the site to connect Stafford Street and Little Paradise;
- widened footways allow for greater public realm / planting;
- contributions to sustainable travel measures: Restrictive Parking in Surrounding Area; Electric Vehicle Car Club; Travel Plan; Windmill Hill Traffic Measures; Dean Lane Cycle Route;
- enhancement / re-routing of the cycle route between Providence Place and East Street, via Stafford Street, a new section of Leicester Street and Little Paradise, providing a more direct linkage and along a less-trafficked route; and
- connection to the future district heat network.

It is considered that the benefits outlined above would outweigh the potential less than substantial harm to the character of the Bedminster Conservation Area.

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Objections have been received from Historic England and the Council's City Design Group. Officers having carefully considered this key issue consider that the proposed development would be of sufficient quality and the height, scale and massing would largely be in accordance with the parameters indicated in the Bedminster Green Framework.

Where the application has exceeded the parameters outlined, it is considered that the public benefits, as outlined above, outweigh the concerns raised regarding height, scale, massing and impact on the Bedminster Conservation Area. On balance, the scheme is considered acceptable in terms of design.

E. IS THE IMPACT OF THE PROPOSED DEVELOPMENT UPON TRANSPORT AND HIGHWAYS ACCEPTABLE?

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

The proposed development is one of five development plots which is subject to the Bedminster Green Framework and a Strategic Transport Assessment (STA) has been developed by Stantec in collaboration with BCC.

A draft version of the Stage 02 STA outlines public transport, walking and cycling strategies, an options appraisal for improvements to Whitehouse Lane, an assessment of likely parking overspill and an outline travel plan.

The proposed development would enhance connectivity for pedestrians and cyclists within the area with the provision of a new link between Leicester Street and Little Paradise. This area is currently in private ownership and blocked by fencing. It has been agreed that this area would become adopted, with the fencing removed and the road resurfaced. This is supported by TDM.

The proposed development would include a total of 367 and 32 cycle parking spaces in a mix of two-tier racks and Sheffield stands are proposed for the main block and the north block respectively. This would be in excess of the Parking Standards Schedule set out in Appendix 2 of Site Allocations and Development Management Policies and is supported.

A total of 71 of car parking spaces would be provided within the basement underneath the main block. This would include 17 disabled parking spaces which meets the BCC parking standards. No parking is proposed associated with the northern block, however that is deemed acceptable given the sustainable location of the development and subject to contributions.

If the application is approved, a s.106 contribution will be required to devise a scheme of measures to address potential parking impacts on the surrounding area. The total cost of these measures is estimated at £700,000 and this has been apportioned across each of the five sites to a total of £219 per unit. As such, it has been agreed that a sum of £115,974 would be paid by the developer of Little Paradise to support this measure.

A refuse store would be located within the basement and transferred to a holding room adjacent to the highway on collection day by site management staff. Waste is proposed to be collected from a layby on Stafford Street by Bristol Waste and the applicant has demonstrated that a refuse vehicle would be able to access the site via vehicle tracking plans. A Refuse Strategy was provided for review by TDM and has been considered acceptable.

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A number of highway works are required to be undertaken by the applicant within the vicinity of the site to ensure safe access and egress for all road-users. This would include resurfacing Stafford Street, Little Paradise and Leicester Street, the installation of tactile paving for crossings, the installation of the loading bays mentioned above and the adoption of the link between Leicester Street and Little Paradise.

Other contributions are agreed for the provision of Electric Vehicle Car Club spaces, the provision of a travel plan and for three no. TROs. A contribution has also been secured towards the provision of a new cycle link via Dean Lane between Warden Road and Gaol Ferry Bridge, totalling £52,188 to improve active travel connectivity to the site.

It is considered that the proposed development would provide sufficient mitigation for the proposed transport and highways impacts on site and would support the aims of the STA by providing the connection between Little Paradise and Leicester Street and through contributions.

In summary, the proposed development is considered to sufficiently address transport and highway impacts in accordance with BCS10, DM23 and DM32.

F. WOULD THE PROPOSED DEVELOPMENT RESULT IN ANY UNACCEPTABLE IMPACTS ON ADJOINING RESIDENTIAL AMENITY?

Policy BCS21 outlines that development in Bristol is expected to safeguard the amenity of existing development.

Policy DM29 sets out that new buildings will be expected to ensure that existing and proposed development achieves appropriate levels of privacy, outlook and daylight.

BRE Report 209, "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" outlines the approach for three tests to assess whether adequate levels of daylight can be achieved as a result of a development proposal, based upon Vertical Sky Component (VSC), Average Daylight Factor (ADF) and No Sky Line (NSL).

VSC is a measure of the amount of diffuse daylight reaching a window. In respect of VSC, the BRE guide explains that diffuse daylight may be adversely affected if, after a development, the VSC is both less than 27% and less than 0.8 times its former value.

ADF is a measure of the amount of daylight in the affected room. The BRE guide recommends an ADF of 5% or more if there is no supplementary electric lighting, or 2% or more if supplementary electric lighting is provided. There are additional minimum recommendations for dwellings of 2% for kitchens, 1.5% for living rooms and 1% for bedrooms.

The BRE guide explains that the daylight distribution, assessed by plotting the position of the existing and proposed 'No Sky Line' (the point within the affected room where the sky can no longer be viewed) of a neighbouring property may be adversely affected if, after the development, the area of the working plane which receives direct skylight is reduced to less than 0.8 times its former value.

In respect of sunlight, an assessment should take account of the Annual Probable Sunlight Hours (APSH). APSH is amount of sunlight the affected window can receive with and without the new development. The BRE guide explains that sunlight availability may be adversely affected if the centre of the window: receives less than 0.8 times its former sunlight hours during either period (summer or winter).

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A Daylight and Sunlight Report (December 2019) has been produced by Point2 Surveyors and the results of this report are relied upon in drawing conclusions about impacts upon adjoining residential amenity for this Committee Report.

Vertical Sky Component

12 of the 15 windows to living, kitchen and dining rooms in 26 Stafford Street experience losses of VSC in excess of the BRE Guidance. Acknowledging that the BRE guidance is advisory only, a tolerance has been applied to the assessment to 0.6 times the former value of VSC. This is consistent with the assessment reported as part of the St. Catherine's Place application ref. 18/05310/F. The results would remain the same, with 12 of the 15 windows to living, kitchen and dining rooms experiencing losses of light greater than the tolerance applied.

At 12 Stafford Street, the results are similar, whereby all of the 16 windows to living, kitchen and dining rooms would experience losses of VSC in excess of the BRE Guidance. Applying the tolerance of 0.6 times the former value, two of the 16 windows would receive sufficient light.

Three of the five rooms tested in 2 Stafford Street would fail to meet BRE Guidance on VSC and would also fail a tolerance test of 0.6 times the former value.

Generally, elsewhere the impacts on surrounding development are not considered to be significant, however a total of 15 windows at St. Catherine's Court would fail to meet BRE Guidance. 9 windows would fail applying the 0.6 times the former value tolerance.

Average Daylight Factor

All nine of the living, kitchen and dining rooms in 26 Stafford Street would be affected in excess of the BRE Guidance in terms of ADF. Applying a tolerance again, all but three of the rooms would not achieve acceptable levels of daylight if the development were to be approved.

All nine of the living, kitchen and dining rooms at 12 Stafford Street would fail to meet the BRE Guidance for ADF. Applying a tolerance to 0.6 times the former value, all nine rooms would still fail to receive acceptable levels of daylight.

There would also be a noticeable impact upon daylight at St. Catherine's Court, where seven of the 40 rooms assessed would fail to meet the guidance.

Elsewhere, the proposed development would be unlikely to affect daylight significantly.

Daylight Distribution or 'No Sky Line'

The Daylight and Sunlight Report indicates that the proposed development would have a significant impact upon both 26 and 12 Stafford Street in terms of direct sky line. Of the 17 living, kitchen and dining rooms assessed in the Report, 15 of the rooms would fail to meet the BRE Guidance. Extending this to 0.6 times the former value with a tolerance test, it is estimated that 15 of the rooms would also fail this test.

Seven rooms within St. Catherine's Court would also fail to meet BRE Guidance on No Sky Line as a result of the proposed development, however when applying the tolerance test, just two of the rooms would fail.

Annual Probable Sunlight Hours

Similar to the impact on daylight, the assessment identifies a significant impact on sunlight to both 26 and 12 Stafford Street. All of the living, kitchen and dining rooms would fail to meet the BRE Guidance for 0.8 times the former value. Three of the 31 living, kitchen and dining rooms would achieve acceptable levels of sunlight when applying the tolerance to 0.6 times its former value. The rooms at 2 Stafford Street would also fail both tests.

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Elsewhere the scheme largely meets BRE Guidance, with a few exceptions, and all of the rooms receive enough sunlight to meet the 0.6 times test.

Conclusion

One of the key factors in achieving more intensive forms of development, particularly in city centre and urban areas, is a more flexible approach to achieving daylight and sunlight standards for dense urban environments, while still maintaining liveable environments.

The Urban Living SPD advocates an approach which allows an assessment of daylight and sunlight targets to be informed by comparative contextual analysis. This approach provides flexibility to the application of targets set in the BRE guidance in dense urban environments in line with NPPF paragraph 123(c).

This paragraph states:

“c) local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).”

Whilst the proposed development would affect daylight and sunlight to neighbouring properties, it is noted that these impacts are almost entirely focused on two properties on Stafford Street, with a noticeable impact experienced on windows at St. Catherine’s Court.

The proposed impact upon the two properties on Stafford Street would be from the front elevation across Stafford Street, and the windows on St Catherine’s Court would be from the elevation across Little Paradise. This could be compared to the context of inner city development in terms of relationship, and is on balance, considered to be acceptable given the benefits of bringing a vacant site back into use and delivering a large number of homes that are considered to provide acceptable living standards (see Key Issue G).

In summary, it is considered that the proposed development would not cause unacceptable impacts in relation to residential amenity for existing residents that would warrant refusal on these grounds.

G. WOULD THE PROPOSED DEVELOPMENT CREATE A HIGH-QUALITY ENVIRONMENT 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 outlines that development in Bristol is expected to create a high-quality environment for future occupiers.

Policy DM29 states that development should ensure that existing and proposed development achieves appropriate levels of privacy, outlook and daylight.

Space standards

There have been changes made to the internal configuration of the proposed development to improve the overall compliance of the application with space standards, recognising that the PPG states that in relation to Build to Rent meeting minimum standards (Paragraph: 011):

“There is no national requirement for authorities to apply national space standards in their area. Space standards are optional. Where authorities choose to apply them the national policy does not preclude authorities from dis-applying them for particular parts of the local plan area, or for particular

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development types, such as build to rent schemes.”

In relation to the north block, all 21 dwellings identified for affordable housing all comply with the nationally described space standards (100%).

In summary, the application (the north block and the main block) proposes that:

- 28 of the 106 one bedroom, one-person units would meet the nationally described space standard of 50sqm (26%).
- 90 of the 133 proposed one bedroom, two-person units would meet the nationally described space standard of 50sqm (68%).
- 28 of the 28 two-bedroom, three-person units would meet the nationally described space standard of 61sqm (100%).
- 48 of the 48 two-bedroom, four-person units would meet the nationally described space standards (100%).

Overall of the 316 apartments proposed:

- 194 apartments (62%) would meet the nationally described space standards for their respective dwelling types and sizes.
- 240 apartments (76%) would benefit from a balcony (which is not included in the assessment against space standards).
- 1779sqm of communal amenity space (internal/external) is proposed for the main block:
 - External amenity space:
 - Two courtyards of 958sqm
 - Roof terrace/garden of 821sqm
 - Internal amenity space:
 - Concierge and Winter Garden: 290sqm
 - Residents Lounge: 121sqm
 - Gym 104sqm

When considering the large amount of communal amenity space for the main block (whereby the dwellings that don't meeting space standards are located) and the fact that a total of 240 apartments (equivalent to 76% of the total) would benefit from a balcony (which is not included in the assessment against space standards) it is concluded that the proposed development would provide sufficient amenity space for future occupiers. As such, it is concluded that the proposed development would provide sufficient space for future occupiers.

Outlook

A total of 112 apartments would be dual aspect, with an additional 76 apartments benefitting from a second aspect via a 'slot' window, measuring 0.6 metres wide. Whilst officers do not consider this to meet the requirements to be considered as truly dual aspect, this clearly has benefits in terms of outlook, daylight and sunlight.

The Average Daylight Factor (ADF) test is used to check light levels within new developments. The ADF measures light within a room and BRE Guidance recommends an ADF of 2% in kitchens, 1.5% for living rooms and 1% for bedrooms.

An Internal Daylight Report (Point2 Surveyors, March 2020) has been provided by the applicant to assess the quality of lighting in the proposed development. This report only considers the lower three floors of the development and does not take into account the inclusion of the 'slot' windows that have been added to 76 of the apartments. As daylight is generally worse on the lower floors, it can generally be considered as a worst-case scenario.

Of the 121 apartments assessed on the lower floors, the report outlines that 45 would fail to meet the 1.5% ADF required by BRE Guidance, equivalent to 37%.

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As the BRE Guidance is designed to guide an assessment, rather than be a rigid test, a tolerance of reducing the assessment to an ADF of 1% has also been included. Under this, just 5 apartments would fail to provide an ADF of 1%. This is equivalent to 4% of the apartments assessed.

Alongside the improvements made to the apartments since the publication of the Internal Daylight Report through the provision of the slot windows, it is considered that the proposed development would provide sufficient daylight to future occupiers.

G. DOES THE PROPOSED DEVELOPMENT GIVE SUFFICIENT CONSIDERATION OF 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 adaptation, material consumption and biodiversity should be included as part of a sustainability or energy statement.

The Applicant is proposing to connect to the district heat network, as well as incorporate on site renewable energy. Set out below is a summary of the compliance of the proposed energy strategy with Policy BCS14 as a whole.

“Proposals for the utilisation, distribution and development of renewable and low carbon sources of energy, including large-scale freestanding installations, will be encouraged. In assessing such proposals the environmental and economic benefits of the proposed development will be afforded significant weight, alongside considerations of public health and safety and impacts on biodiversity, landscape character, the historic environment and the residential amenity of the surrounding area.

Development in Bristol should include measures to reduce carbon dioxide emissions from energy use in accordance with the following energy hierarchy:

- 1. Minimising energy requirements;*
- 2. Incorporating renewable energy sources;*
- 3. Incorporating low-carbon energy sources...*

The first part of BCS14 requires a 20% reduction in residual emissions (calculated after emission reductions from energy efficiency measures) through on-site renewables. This includes development connecting to the heat network. BCS14 does not specify what on-site renewables should be included to reduce residual emissions. On previous applications for developments of this type/built-form roof-mounted PV has often been specified. Sustainable Cities has also enquired regarding the potential for PV canopies within the amenity space.

As the scheme is connecting to the District Heat Network; options for renewable technologies are limited with PV as the only suitable option. For this scheme, the maximum extent of PV is determined by the amount of suitable and available roof space for these to be mounted.

The Applicant proposes to include an array of circa 150sqm on the tallest element in the southern part of the site (near Dalby Avenue). Other roof areas will likely be shaded for significant parts of the day, which will greatly reduce performance (for example, some reports suggest that even 10% shading can reduce output by 50%).

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The estimated total CO₂ from the development (following the application of efficiency measures and the DEN), is estimated to be in the order of 160.86 tonnes per annum. Carbon savings associated with the solar PV array would be in the order of ~2.5% of this total.

Where it is not possible to achieve a 20% reduction from on-site renewables the balance should be addressed through an allowable solutions payment as £60 per tonne multiplied by 30 years (i.e. £1,800) secured via s.106 Agreement.

Residual emissions (17.5% of the total) are to be offset using the “Allowable Solutions” mechanism, which is calculated on the basis of the total emissions (i.e. 160.86 tonnes) multiplied by 17.5% (i.e. 28.15 tonnes) multiplied by the offset rate (i.e. £1,800 per tonne). The Allowable Solution payment would therefore be circa £50,670.

BCS14 continued

“... The use of combined heat and power (CHP), combined cooling, heat and power (CCHP) and district heating will be encouraged. Within Heat Priority Areas, major development will be expected to incorporate, where feasible, infrastructure for district heating, and will be expected to connect to existing systems where available.

New development will be expected to demonstrate that the heating and cooling systems have been selected according to the following heat hierarchy:

- 1. Connection to existing CHP/CCHP distribution networks*
- 2. Site-wide renewable CHP/CCHP*
- 3. Site-wide gas-fired CHP/CCHP*
- 4. Site-wide renewable community heating/cooling*
- 5. Site-wide gas-fired community heating/cooling*
- 6. Individual building renewable heating”*

Consistent with stage two of the above energy hierarchy, 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%. An exception will only be made in the case where a development is appropriate and necessary but where it is demonstrated that meeting the required standard would not be feasible or viable....”

The energy strategy in the Planning Application as originally submitted in 2018 proposed resistive electric heating for space heating and domestic hot water was not considered to be compatible with BCS14. The revised Energy Statement proposes to connect to the BCC heat network for space heating and hot water, or to revert to air source heat pumps should the heat network not be available. Both options would comply with the heat hierarchy set out in the second part of BCS14.

Summary

The solar PV array would provide circa 2.5% saving on residual carbon emissions, with the remaining 17.5% to be offset using the “Allowable Solutions”. This is to be secured via s.106 agreement.

The proposed development would be ‘district heat-ready’ and provide sufficient infrastructure for a future connection when available. This is to be secured via s.106 agreement.

It is concluded that the combination of sustainability measures relating to climate change, construction and renewable energy subject to the conditions and obligations as outlined above, is in accordance with adopted policy.

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G. WOULD THE PROPOSED DEVELOPMENT BE ACCEPTABLE WITH REGARDS TO CONTAMINATION, FLOOD RISK, DRAINAGE AND AIR QUALITY?

(i) Contaminated Land

Policy DM34 sets out that new development should demonstrate that any existing contamination on a site would be addressed by appropriate mitigation measures and that there is no unacceptable risk of pollution within the site or surrounding area. The policy also requires that the development will not cause land to become contaminated.

The applicant submitted a Ground Conditions Desk Study, and a Phase 2 Site Appraisal.

The Environment Agency and the Public Protection (Contaminated Land) have raised no objection subject to conditions requiring a remediation strategy, verification plan, monitoring and maintenance of contamination, unexpected contamination, groundworks and boreholes as well as a condition prohibiting infiltration of surface water.

ii) Flood risk and drainage

Regarding flood risk, Policy BCS16 of the Core Strategy states that developments need to be resilient to flooding through design and layout and incorporate sensitively designed mitigation measures to ensure the proposed development remains safe from flooding over its lifetime. The requirement to incorporate Sustainable Drainage Systems (SuDS) into new development is highlighted, as is the expectation that new development would incorporate water management measures to reduce surface water run-off and ensure flood risk is not increased elsewhere.

The original drainage strategy was submitted in October 2018 which was not considered acceptable. The Flood Risk Officer raised concern with the proposed surface water drainage strategy. Following this, an updated drainage strategy was submitted. The approach was considered acceptable and achievable, with further details to be secured by way of a condition.

iii) Air quality and noise

Policy DM23 states that development in designated Air Quality Management Areas should take account of existing air pollution and include measures to mitigate its impact on future occupiers where possible.

The application site is located within a designated Air Quality Management Area. The applicant submitted an air quality assessment with the application which assesses the effects of local traffic on the air quality for future residents; the overall operational air quality effects and the cumulative impacts associated with other Plots coming forward as part of Bedminster Green.

The Air Quality Officer responded to the consultation on the application and confirmed that there were no concerns with regards to the impacts from this proposed application and did not object on grounds of air quality. The biggest predicted increase in annual average nitrogen dioxide levels is $0.1\mu\text{g}/\text{m}^3$ at residential receptor locations on East Street where maximum 2023 NO_2 concentrations of $39.4\mu\text{g}/\text{m}^3$ are predicted. This is just marginally below the legal annual objective for this pollutant of $40\mu\text{g}/\text{m}^3$. The increase of $0.1\mu\text{g}/\text{m}^3$ is described as negligible and therefore the impacts upon air quality from the proposed development are considered to be acceptable.

The Environmental Health Officer was consulted as part of the application reviewing matters relating to noise and lighting. They raised no objection subject to noise levels/mitigation details of the air source heat pumps and a construction management being provided by way of a condition.

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Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that a determination made under the planning acts must be made in accordance with the development plan unless material considerations indicate otherwise.

This site is in a sustainable location, re-uses previously developed land, and provides 21 affordable housing dwellings (16 social rent and 5 shared ownership) for which there is a significant need.

In relation to transport, the proposed development includes for the provision of land for an inbound bus stop; the extension of Leicester Street across the site to connect Stafford Street and Little Paradise; widened footways allow for greater public realm / planting; and contributions to sustainable travel measures: Restrictive Parking in Surrounding Area; Electric Vehicle Car Club; Travel Plan; Windmill Hill Traffic Measures; Dean Lane Cycle Route.

On site transport considerations of parking, access and servicing have been agreed with enhancement / re-routing of the cycle route between Providence Place and East Street, via Stafford Street, a new section of Leicester Street and Little Paradise, providing a more direct linkage and along a less-trafficked route.

The scheme proposed to connect to the future district heat network and has been considered acceptable and compliant with policy in relation to sustainability and energy; flood risk and drainage; contaminated land; air quality and archaeology.

Objections have been received from Historic England and the Council's City Design Group. The report has considered the objection of Historic England regarding impacts on the conservation area; and the CDG objection regarding the intensification of development on the site; CDG consider the tall element fronting Malago Road is not considered justified and would affect liveability.

These matters have been considered within the report, and the impacts are not considered to outweigh the benefits associated with the proposed development.

As Members will be aware, a proposal can be in conflict with a policy of the development plan, but still be in accordance with the development plan taken as a whole.

This application has been carefully considered and assessed by Officers against the Development Plan, taking into account the material considerations detailed in the Key Issues of this report. Overall, this application is considered to be in accordance with the development plan, and as such, it is recommended for approval subject to conditions and obligations detailed within this report.

PLANNING AGREEMENT

The applicant proposes to enter into a s.106 Agreement to secure the following obligations.

Affordable Housing:

- 21 no. of the proposed apartments will be delivered for affordable housing (16 social rent and 5 shared ownership).
- Viability Review if development hasn't commenced within 18 months.

Transport Obligations:

- Restrictive Parking Measures: £115,974 (index linked) to Bristol City Council towards the implementation and delivery of a residents parking scheme for Windmill Hill.
- Electric Vehicle Car Club Provision: £42,745 for the implementation of a electric vehicle car club to serve Bedminster Green.
- Delivery of Travel Plan: £118 per dwelling for BCC to produce and manage a

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Bedminster Green Travel Plan.

- Traffic Regulation Orders: financial contribution for up to 3no. TROs associated with the proposed development at a cost of £5,724 for each order.
- Windmill Hill Traffic Management: £16,568 towards the implementation of traffic management measures in Windmill Hill.
- Dean Lane Cycle Improvements: £52,188 towards improvements to Dean Lane cycle route between Warden Road and Gaol Ferry Bridge.

Sustainability and Energy:

- Carbon offset contribution: £50,670.
- Connection to the district heat network.

COMMUNITY INFRASTRUCTURE LEVY

This development is liable for CIL totalling £1,476,309.82.

Recommended GRANT subject to planning agreement

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. Sustainable Drainage System (SuDS)

The development hereby approved shall not commence (excluding demolition) until further details of a Sustainable Drainage Strategy has been submitted to and approved in writing by the Local Planning Authority. The Strategy shall contain:

- Detailed design of attenuation/SuDS features
- BRE 365 Infiltration testing to prove that the conditions are suitable/unsuitable for infiltration-based SuDS
- Approval that the scheme is acceptable from Wessex Water

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.

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3. Land affected by contamination

No development approved by this planning permission (excluding demolition works required to facilitate the required site investigation) shall commence until a remediation strategy to deal with the risks associated with contamination of the site has been submitted to, and approved in writing by, the Local Planning Authority. This strategy will include the following components:

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; and
- potentially unacceptable risks arising from contamination at 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 results of the site investigation and the detailed risk assessment referred to in (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.

4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

Reason: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution in line with paragraph 170 of the National Planning Policy Framework. To prevent of deterioration of groundwater within the Bristol Triassic Water Framework Directive groundwater body. 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.

4. Land affected by contamination

Prior to any part of the permitted development being a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution in line with paragraph 170 of the National Planning Policy Framework. To prevent of deterioration of groundwater within the Bristol Triassic Water Framework Directive groundwater body. 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.

5. Land contamination – monitoring and maintenance plan

The development hereby permitted may not commence until a monitoring and maintenance plan in respect of contamination, including a timetable of monitoring and submission of reports to the Local Planning Authority, has been submitted to, and approved in writing by, the Local Planning Authority. Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to, and approved in writing by, the Local Planning Authority.

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Reason: To ensure that the site does not pose any further risk to human health or the water environment by managing any ongoing contamination issues and completing all necessary long-term remediation measures. This is in line with paragraph 170 of the National Planning Policy Framework. To prevent of deterioration of groundwater within the Bristol Triassic Water Framework Directive groundwater body. 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.

6. Land affected by contamination - Reporting of Unexpected Contamination

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 170 of the National Planning Policy Framework. To prevent of deterioration of groundwater within the Bristol Triassic Water Framework Directive groundwater body. No investigation can completely characterise a site. The condition may be appropriate where some parts of the site are less well characterised than others, or in areas where contamination was not expected and therefore not included in the original remediation proposals.

7. Land affected by contamination – surface water drainage

No infiltration of surface water drainage into the ground is permitted other than with the written consent of the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution caused by mobilised contaminants in line with paragraph 170 of the National Planning Policy Framework. To prevent of deterioration of groundwater within the Bristol Triassic WFD groundwater body. Infiltration of surface water has the potential to mobilise contamination present within the soil. Where the proposal of involves the discharge of anything other than clean roof water via sealed drainage, within sensitive groundwater locations, a risk assessment and suitable level of treatment may be required. In certain circumstances the discharge may be classified as a groundwater activity and require an environmental permit.

8. Land affected by contamination - groundworks

Piling, deep foundations and other types of intrusive groundworks (investigation boreholes / tunnel shafts / ground source heating and cooling systems etc.) using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that any proposed Piling, deep foundations and other types of intrusive groundworks (investigation boreholes / tunnel shafts / ground source heating and cooling systems etc.) does not harm groundwater resources in line with paragraph 170 of the National Planning Policy Framework. The submitted planning application indicates that boreholes will need to be installed at the development site to investigate groundwater. If these boreholes are not decommissioned correctly they can provide preferential pathways for contaminant movement which poses a risk to groundwater quality.

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9. Land affected by contamination - boreholes

A scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the local planning authority. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected and inspected. The scheme as approved shall be implemented prior to the occupation of any part of the permitted development.

Reason: To ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies in line with paragraph 170 of the National Planning Policy Framework.

10. Highway works – General Arrangement Plan

No development shall take place until general arrangement plan(s) to a scale of 1:200 showing the following works to the adopted highway has been submitted to and approved in writing by the Local Planning Authority.

- Highway works outlined within 0929-B-019
- Resurfacing of footway and carriageway along the length of Stafford Street
- Resurfacing of footway and carriageway along the length of Little Paradise
- Resurfacing of footway and carriageway along Leicester Street up to Mill Lane Junction
- Upgrade of street lighting to be informed by lighting design
- Any Associated works such as kerbing and lining

Where applicable indicating proposals for:

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

No development shall take place over the route of any public right of way prior to the confirmation of a Town & Country Planning Act 1990 path diversion/stopping up order.

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

Reason: In the interests of public safety and to ensure that all road works associated with the proposed development are: planned; approved in good time (including any statutory processes); undertaken to a standard approved by the Local Planning Authority and are completed before occupation.

11. Highway to be adopted (Leicester Street)

No development shall take place until plans to a scale of 1:200 showing the following information has been submitted to and approved in writing by the Local Planning Authority.

- Long sections
- General arrangement including tie-ins with existing adopted highway
- Threshold levels to buildings

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- Drainage
- Structures
- Swept path for two directional movement of a 11.4m long refuse vehicle passing a 4.98m long large saloon car

Prior to occupation detailed technical plans to a scale of 1:200 setting out how the internal access road(s) will be constructed to the Highway Authority's adoptable standard shall be submitted and approved in writing by the Local Planning Authority.

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

Reason: To ensure the internal roads are planned and approved in good time to a satisfactory standard for use by the public and are completed prior to occupation.

12. Structure Adjacent To/Within 6m of the Highway

No development shall take place until an Approval In Principle (AiP) Structural Report setting out how any structures within 6 metres of the edge of the adopted highway (and outside of this limit where the failure of any structures would affect the safety of road users) will be assessed, excavated, constructed, strengthened or demolished has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the works safeguard the structural integrity of the adopted highway during the demolition and construction phase of the development.

13. Construction Management Plan

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

The plan/statement shall provide for:

- A construction programme including phasing of works;
- 24 hour emergency contact number;
- Hours of operation;
- Expected number and type of vehicles accessing the site:
 - o Deliveries, waste, cranes, equipment, plant, works, visitors;
 - o Size of construction vehicles;
 - o The use of a consolidation operation or scheme for the delivery of materials and goods;
 - o Phasing of works;
- Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction):
 - o Programming;
 - o Waste management;
 - o Construction methodology;
 - o Shared deliveries;
 - o Car sharing;
 - o Travel planning;
 - o Local workforce;
 - o Parking facilities for staff and visitors;
 - o On-site facilities;
 - o A scheme to encourage the use of public transport and cycling;

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- Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- Locations for storage of plant/waste/construction materials;
- Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- Arrangements to receive abnormal loads or unusually large vehicles;
- Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- Any necessary temporary traffic management measures;
- Measures to protect vulnerable road users (cyclists and pedestrians);
- Arrangements for temporary facilities for any bus stops or routes;
- Method of preventing mud being carried onto the highway;
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

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

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

No building or use hereby permitted shall be occupied or use commenced until the refuse store and area/facilities allocated for storing of recyclable materials, as shown on the approved plans have been completed in accordance with the approved plans. Thereafter, all refuse and recyclable materials associated with the development shall either be stored within this dedicated store/area, as shown on the approved plans, or internally within the building(s) that form part of the application site. No refuse or recycling material shall be stored or placed for collection on the adopted highway (including the footway), except on the day of collection.

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

15. Completion of Vehicular Access – Shown on Approved Plans

No building or use hereby permitted shall be occupied or use commenced until the means of vehicular access has been constructed and completed in accordance with the approved plans and the said means of vehicular access shall thereafter be retained for access purposes only for the lifetime of the development. Any access point opening onto the adopted highway shall include suitable drainage provision within the curtilage of the site, to prevent the discharge of any surface water onto the adopted highway.

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

16. Completion of Pedestrians/Cyclists Access – Shown

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.

17. Completion and Maintenance of Vehicular Servicing facilities – Shown

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

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loading, unloading, circulation and manoeuvring have been completed in accordance with the approved plans. Thereafter, these areas shall be kept free of obstruction and available for these uses.

Reason: To ensure that there are adequate servicing facilities within the site in the interests of highway safety.

18. Completion and Maintenance of Car/Vehicle Parking – Shown

No building or use hereby permitted shall be occupied or use commenced until the car/vehicle parking area (and turning space) shown on the approved plans has been completed and thereafter the area shall be kept free of obstruction and available for the parking of vehicles associated with the development. Driveways/vehicle parking areas accessed from the adopted highway must be properly consolidated and surfaced, (not loose stone, gravel or grasscrete) and subsequently maintained in good working order at all times thereafter for the lifetime of the development.

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

19. Completion and Maintenance of Cycle Provision – Shown

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.

20. Electric Vehicle Charging Points

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

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

21. Delivery & Servicing Plan

No building or use hereby permitted shall be occupied or use commenced until a delivery and servicing plan has been prepared, submitted to and approved in writing by the Local Planning Authority. The measures shall thereafter be implemented in accordance with the approved delivery and servicing plan for the lifetime of the development. The delivery and servicing plan shall include:

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

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

Development Control Committee A – 30 September 2020

Application No. 18/06722/F : Land At Little Paradise & Stafford Street Bristol BS3 4DE

22. Waste Management Plan

No building or use hereby permitted shall be occupied or use commenced until a waste management plan setting out how waste will be stored and collected has been prepared, submitted to and approved in writing by the Local Planning Authority. The measures shall thereafter be implemented in accordance with the approved waste management plan for the lifetime of the development.

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

23. Restriction of Parking Level on site

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

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

24. Protection of Parking and Servicing Provision

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

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

25. Gates to be Set Back from the Adopted Highway

Any gates or gate positions at the vehicular access shall be set back a minimum distance of 5 metres from the back edge of the footway, be designed to only open inwards and permanently retained as such for the lifetime of the development.

Reason: To ensure vehicles are able to pull clear of the adopted highway and avoid becoming an obstruction to oncoming traffic.

26. Travel Plan – Implemented by the Highways Authority

Prior to occupation or use commenced, evidence that the pre-occupation elements of the approved Travel Plan have been put in place shall be prepared, submitted to and approved in writing by the Local Planning Authority.

The developer shall then enable the Highways Authority to implement, monitor and review the approved Travel Plan to the satisfaction of Local Planning Authority unless agreed in writing by the Local Planning Authority.

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

27. Sample Panels before specified elements started

Sample panels of the all external materials to the building demonstrating the colour, texture, face bond and pointing are to be erected on site and approved in writing by the Local Planning Authority before the relevant parts of the work are commenced. The development shall be completed in accordance with the approved details before the building is occupied.

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

Development Control Committee A – 30 September 2020**Application No. 18/06722/F : Land At Little Paradise & Stafford Street Bristol BS3 4DE**

28. Public Art Plan

Prior to the commencement of development (excluding demolition) or as otherwise agreed in writing by the Local Planning Authority, a Public Art Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall set out the specific commissions developed and programme illustrating how the public art commission for the development would accord with the City Council's Public Art Policy and Strategy. The Public Art Plan shall also contain a timetable for delivery and details of future maintenance responsibilities and requirements. The delivery of public art shall then be carried out in full accordance with the agreed Public Art Plan.

Reason: In order to secure public art as part of the development in the interests of the amenity of the area.

29. To ensure implementation of a programme of archaeological works

No development shall take place until the applicant/developer has secured the implementation of a programme of archaeological work, in accordance with a Written Scheme of Investigation which has been submitted by the developer and approved in writing by the Local Planning Authority.

The scheme of investigation shall include an assessment of significance and research questions; and:

1. The programme and methodology of site investigation and recording
2. The programme for post investigation assessment
3. Provision to be made for analysis of the site investigation and recording
4. Provision to be made for publication and dissemination of the analysis and records of the site investigation
5. Provision to be made for archive deposition of the analysis and records of the site investigation
6. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

Reason: To ensure that archaeological remains and features are recorded prior to their destruction.

30. Artificial light (external)

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

Artificial lighting to the development shall meet the Obtrusive Light Limitations for Exterior Lighting Installations in table 2 of the Institute of Light Engineers Guidance Notes for the Reduction of Obtrusive Lighting, GN01:2011

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

31. Sustainability

The development shall be constructed in accordance with the Energy & Sustainability Report [to be added] submitted by Ensphere in support of the application. All measures included in the statement, including the provision of Photovoltaic panels, shall be provided and be operational, prior to the occupation of the development hereby approved.

Reason: To ensure that the development complies with the sustainability aims of the development plan.

Development Control Committee A – 30 September 2020**Application No. 18/06722/F : Land At Little Paradise & Stafford Street Bristol BS3 4DE**

32. Submission and Approval of Landscaping Scheme

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

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

33. To secure the conduct of a watching brief during development groundworks

The applicant/developer shall ensure that all groundworks, including geotechnical works, are monitored and recorded by an archaeologist or an archaeological organisation to be approved by the council and in accordance with the Written Scheme of Investigation approved under condition [To be added].

Reason: To record remains of archaeological interest before destruction.

34. Local Employment Opportunities

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

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

35. Hard and Soft Landscape Works - Shown

The landscaping proposals hereby approved shall be carried out no later than during the first planting season following the date when the development hereby permitted is ready for occupation or in accordance with a programme agreed in writing with the Local Planning Authority. All planted materials shall be maintained for five years and any trees or plants removed, dying, being severely damaged or becoming seriously diseased within 5 years of 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.

List of approved plans

36. 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.

Development Control Committee A – 30 September 2020**Application No. 18/06722/F : Land At Little Paradise & Stafford Street Bristol BS3 4DE**

[To be added]

Reason: For the avoidance of doubt.

Advice(s):**Works on the Public Highway**

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

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

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

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

Traffic Regulation Order (TRO)

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

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

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

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

Highway to be Adopted

The development hereby approved includes the construction of new highway. To be considered for adoption and ongoing maintenance at the public expense it must be constructed to the Highway Authority's Engineering Standard Details and terms for the phasing of the development. You are advised that you must enter into a highway agreement under Section 38 of the Highways Act 1980. The development will be bound by Sections 219 to 225 (the Advance Payments Code) of the Highways Act 1980.

Development Control Committee A – 30 September 2020**Application No. 18/06722/F : Land At Little Paradise & Stafford Street Bristol BS3 4DE**

Contact the Highway Authority's Transport Development Management Team at **DMengineering@bristol.gov.uk** You will be required to pay fees to cover the Council's cost's in undertaking the following actions:

- I. Drafting the Agreement
- II. Set up costs
- III. Approving the highway details
- IV. Inspecting the highway works

To discuss the requirement for sewers contact the Highway Authority's Flood Risk Management Team at **flood.data@bristol.gov.uk** You should enter into discussions with statutory undertakers as soon as possible to co-ordinate the laying of services under any new highways to be adopted by the Highway Authority.

N.B. The Highway Authority's technical approval inspection fees must be paid before any drawings will be considered and approved. Once technical approval has been granted a Highway Agreement under Section 38 of the Highways Act 1980 must be completed and the bond secured.

Impact on the highway network during construction

The development hereby approved and any associated highway works required, is likely to impact on the operation of the highway network during its construction (and any demolition required). You are advised to contact the Highway Authorities Network Management Team at traffic@bristol.gov.uk before undertaking any work, to discuss any temporary traffic management measures required, such as footway, Public Right of Way, carriageway closures or temporary parking restrictions a minimum of eight weeks prior to any activity on site to enable Temporary Traffic Regulation Orders to be prepared and a programme of Temporary Traffic Management measures to be agreed.

Restriction of Parking Permits – Existing Controlled Parking Zone/Residents Parking Scheme

Note that in deciding to grant permission, the Committee/Planning Service Director also decided to recommend to the Council's Executive in its capacity as Traffic Authority in the administration of the existing Controlled Parking Zone of which the development forms part, that the development should be treated as car free / low-car and the occupiers ineligible for resident parking permits.

Highway Condition Survey

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

Excavation Works on the Adopted Highway

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

Street Name and Numbering

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

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

Development Control Committee A – 30 September 2020**Application No. 18/06722/F : Land At Little Paradise & Stafford Street Bristol BS3 4DE****Structure Adjacent To/Within 6m of the Highway**

The development hereby approved includes the construction of structures adjacent to or within six metres of the adopted highway. You are advised that before undertaking any work on the adopted highway you must prepare and submit an AiP Structural Report.

You will be required to pay technical approval fees (as determined by the proposed category of structure to be assessed) before the report will be considered and approved. Contact the Highway Authority's Bridges and Highway Structures Team at bridges.highways@bristol.gov.uk.

Freight Consolidation

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

Demolition, site clearance or vegetation removal

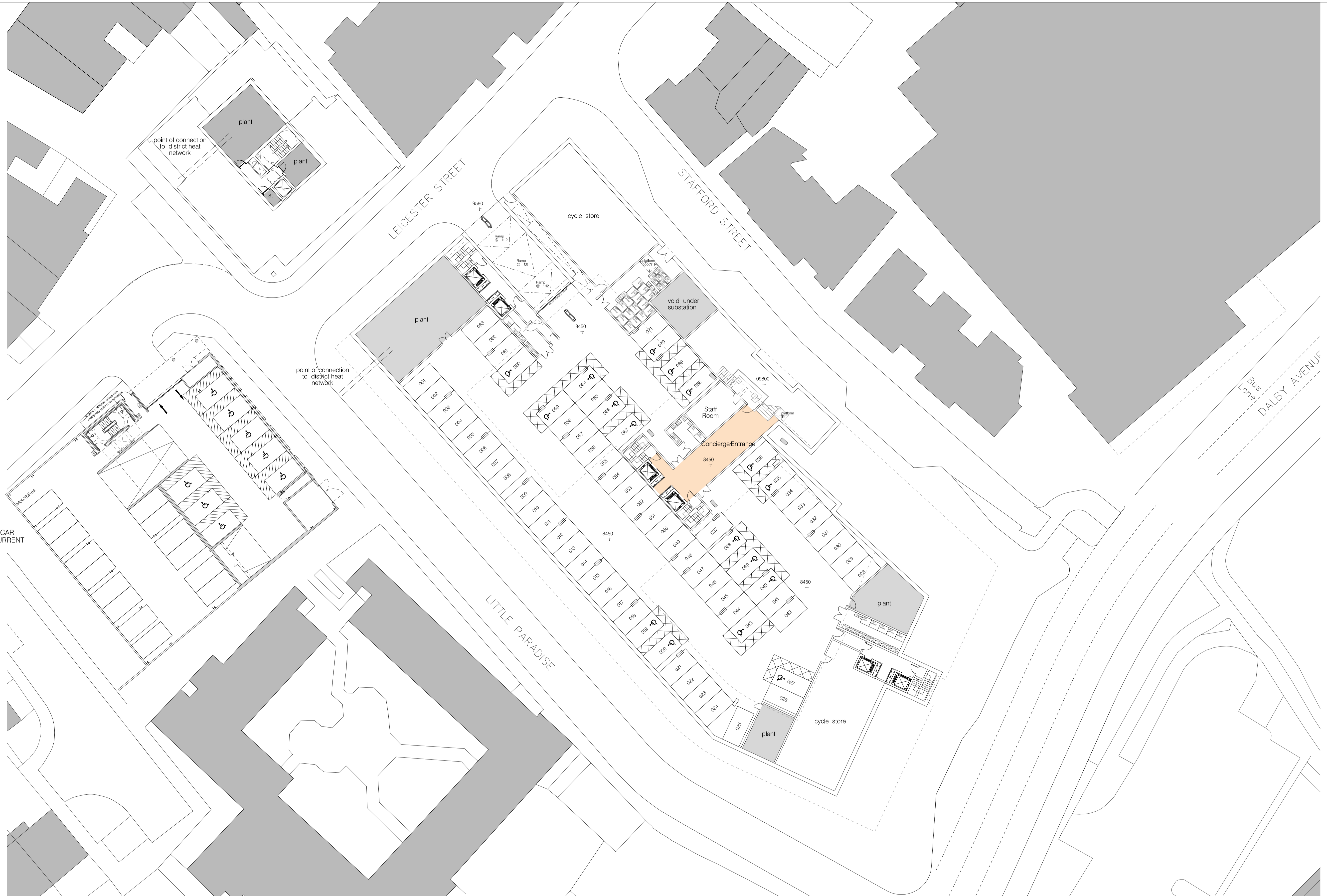
All species of wild birds, their eggs, nests and chicks are legally protected until the young have fledged. If demolition, site clearance or vegetation removal is undertaken on site whilst birds are nesting, which is typically between 1st March and 30th September inclusive, then a check is recommended beforehand by a qualified ecological consultant. Where checks for nesting birds are required they should be undertaken by a qualified ecological consultant no more than 48 hours prior to the removal of vegetation or the demolition of, or works to buildings.

Supporting Documents

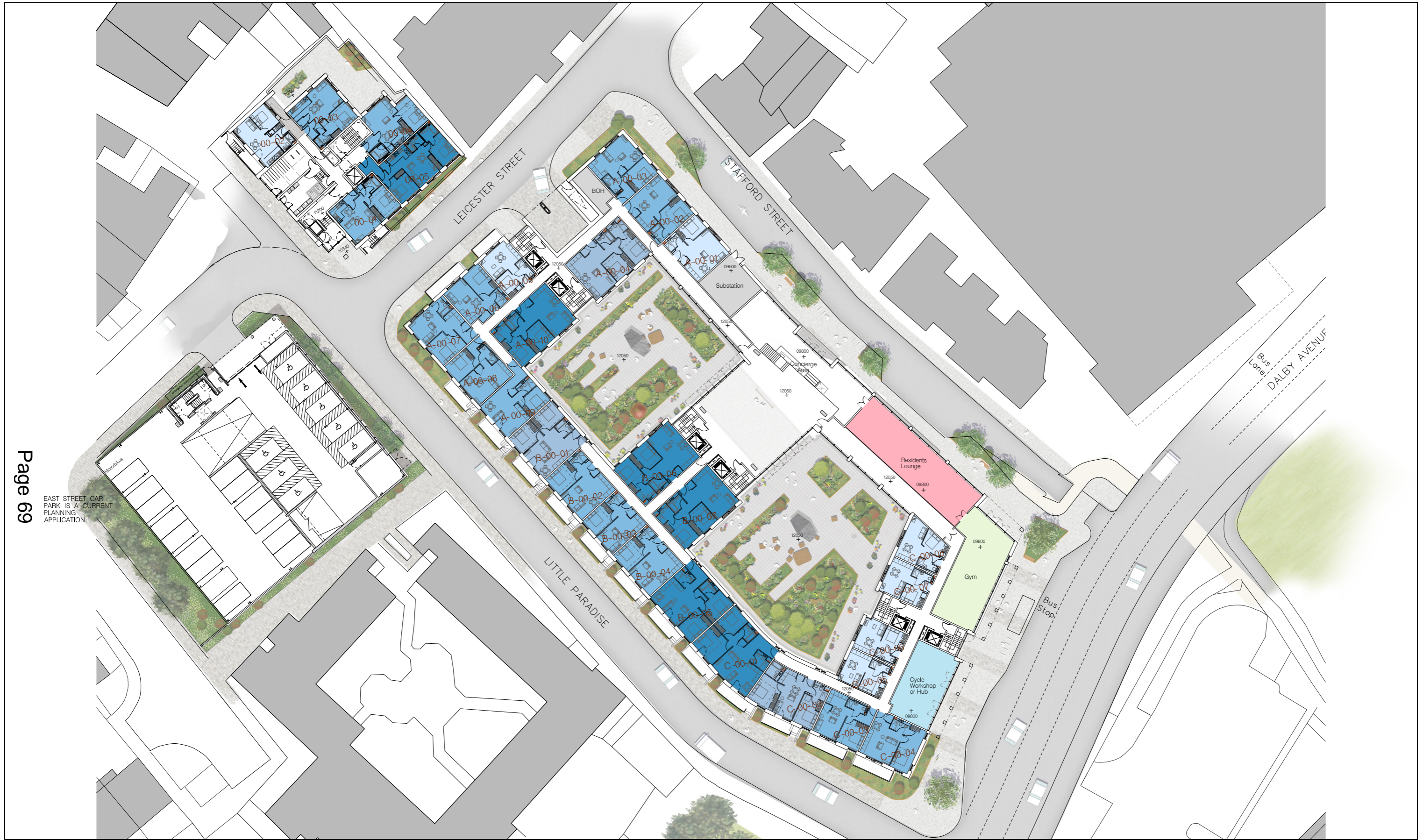
1. Land At Little Paradise & Stafford Street, BS3 4DE.

1. Basement Floor Plan - 2708976
2. Ground Floor Plan - 2708954
3. Level 04 Floor Plan - 2708960
4. Elevation Malago Road - 2708929
5. Elevation Little Paradise - 2708927
6. Elevation Stafford Street - 2708928
7. Elevation Leicester Street - 2708933
8. CGIs from the Design and Access Statement

EAST STREET CAR PARK IS A CURRENT PLANNING APPLICATION



EAST STREET CAR PARK IS A CURRENT PLANNING APPLICATION



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revisions + notes:

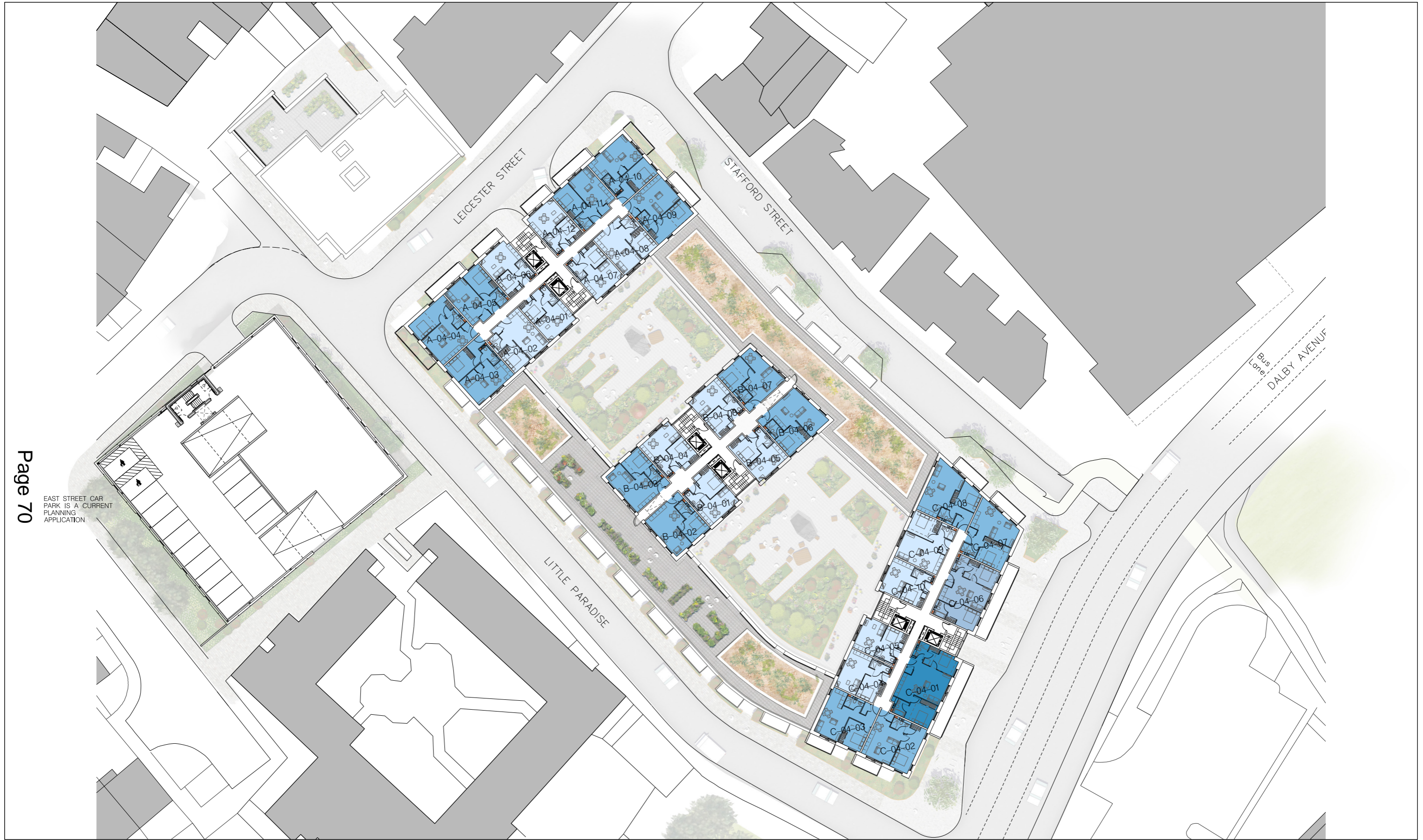
- REVISION B - 25/02/20 TREES RETAINED TO CAR PARK SITE SHOWN
- REVISION C - 20/03/20 LITTLE PARADISE CAR PARK INCLUDED
- REVISION D - 18/08/20 AMENDED FOLLOWING A REVIEW OF THE APARTMENT LAYOUTS IN RELATION TO NDSS

DO NOT SCALE
 Work to annotated dimensions only.
 Read drawing in conjunction with relevant specification,
 Structural Engineers' and Services Engineers' drawings.
 Confirm all dimensions before commencement of any
 work on site or fabrication.

client:	DANDARA	date:	AUGUST 2020
project:	STAFFORD STREET	scale:	1:500@A3
drawn by:	RN	drawing number:	L(-)000
checked by:		status:	PLANNING ISSUE
job number:	0607 P	revisions:	D



EAST STREET CAR PARK IS A CURRENT PLANNING APPLICATION



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 w: www.hodderandpartners.co.uk

revisions + notes:

- REVISION B - 250220 TREES RETAINED TO CAR PARK SITE SHOWN.
APP TYPES ANNOTATED
- REVISION C - 200320 LITTLE PARADISE CAR PARK INCLUDED
- REVISION D - 180820 AMENDED FOLLOWING A REVIEW OF THE APARTMENT LAYOUTS IN RELATION TO NDSS

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 Confirm all dimensions before commencement of any
 work on site or fabrication.

client:	DANDARA	date:	AUGUST 2020
project:	STAFFORD STREET	scale:	1:500@A3
		drawn by:	RN
title:	LEVEL 04 PLAN	drawing number:	L(-)004
		checked by:	
status:	PLANNING ISSUE	job number:	0607 P
		revisions:	D

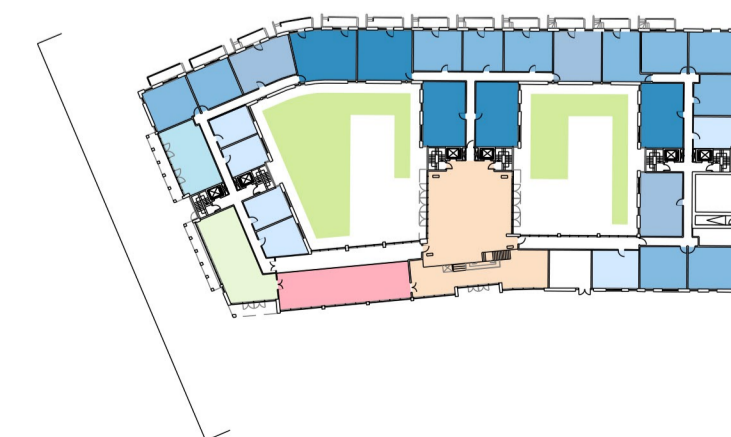




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revisions + notes:
 REVISION P1 - 18/08/20 ELEVATIONS AMENDED AS A CONSEQUENCE OF THE INTRODUCTION OF ADDITIONAL DUAL ASPECTS

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 work on site or fabrication.



client: DANDARA	date: AUGUST 2020
project: STAFFORD STREET	scale: 1:200@A1
title: ELEVATION - MALAGO ROAD	drawing number: L(-)212
status: PLANNING ISSUE	job number: 0607 P



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revisions + notes:
 REVISION P1 – 18/08/20 ELEVATIONS AMENDED AS A CONSEQUENCE OF THE INTRODUCTION OF ADDITIONAL DUAL ASPECTS

DO NOT SCALE
 Work to annotated dimensions only.
 Read drawing in conjunction with relevant specification,
 Structural Engineers' and Services Engineers' drawings.
 Confirm all dimensions before commencement of any
 work on site or fabrication.



client: DANDARA	date: AUGUST 2020
project: STAFFORD STREET	scale: 1:200@A1
title: ELEVATION – LITTLE PARADISE	drawing number: L(-)210
status: PLANNING ISSUE	job number: 0607 P

drawn by: RN
checked by:
revision: P1



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revisions + notes:
 REVISION P1 – 18/08/20 ELEVATIONS AMENDED AS A CONSEQUENCE OF THE INTRODUCTION OF ADDITIONAL DUAL ASPECTS

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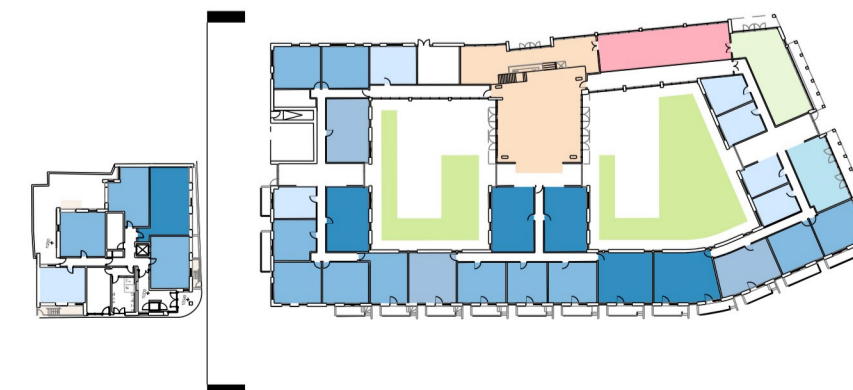
client: DANDARA	date: AUGUST 2020
project: STAFFORD STREET	scale: 1:200@A1
	drawn by: RN
title: ELEVATION – STAFFORD STREET	drawing number: L(-)211
	checked by:
status: PLANNING ISSUE	job number: 0607 P
	revision: P1



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revisions + notes:
 REVISION P1 – 18/08/20 ELEVATIONS AMENDED AS A CONSEQUENCE OF THE INTRODUCTION OF ADDITIONAL DUAL ASPECTS

DO NOT SCALE
 Work to annotated dimensions only.
 Read drawing in conjunction with relevant specification,
 Structural Engineers' and Services Engineers' drawings.
 Confirm all dimensions before commencement of any
 work on site or fabrication.



client: DANDARA	date: AUGUST 2020
project: STAFFORD STREET	scale: 1:200@A1
title: ELEVATION – LEICESTER STREET	drawing number: L(-)213
status: PLANNING ISSUE	job number: 0607 P

drawn by: RN
checked by:
revision: P1

The Proposal

7.0

Key Views

7.6



CGI - View from Little Paradise of the new terrace arrangement



CGI - View to Little Paradise



CGI - View from Malago Road as you would approach the scheme from outside the city



CGI - View from Malago Road as you would approach the scheme from the city



CGI - View from Malago Road looking North along Stafford Street



CGI - View from Mill Lane looking South towards Stafford Street



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CGI - View from the corner of Little Paradise and Leicester Street looking East towards Mill Street



CGI - View from East Street looking South towards Little Paradise

WARD: Southville

SITE ADDRESS: Little Paradise Public Car Park Little Paradise Bristol BS3 4DY

APPLICATION NO: 20/02647/FB Full Planning (Regulation 3)

DETERMINATION DEADLINE: 29 September 2020

Proposed development of a new public car park on the existing Little Paradise car park site.

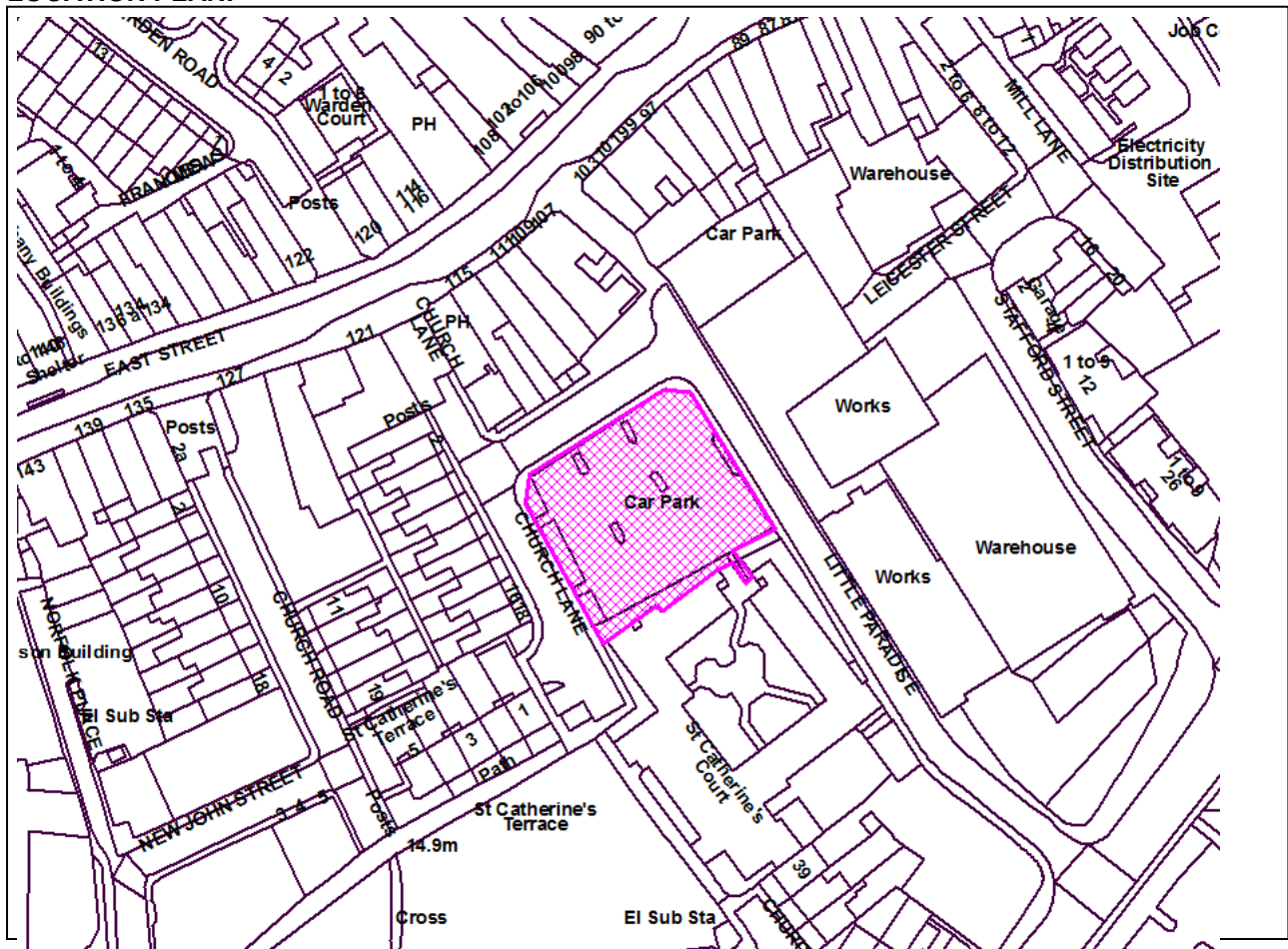
RECOMMENDATION: GRANT subject to Planning Agreement

AGENT: JLL
31 Great George Street
Bristol
BS1 5QD

APPLICANT: Dandara Limited & Bristol City
Council
C/O Agent
Bristol

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

LOCATION PLAN:



Development Control Committee A – 30 September 2020**Application No. 20/02647/FB : Little Paradise Public Car Park Little Paradise Bristol BS3 4DY****APPLICATION SITE DESCRIPTION AND BACKGROUND**The application site

The application site area is approximately 0.12ha. The site is currently in use as a surface level car park providing 50 parking bays consisting of:

- Blue Badge Bays – 2 spaces
- Motorcycle Bays – 1 space
- Public Parking – 47 spaces

In addition to the above there is one motorcycle parking space.

Vehicular access to the site is currently from the eastern side of Little Paradise and exit is from the same side of Little Paradise, further along the road. There is a one-way circulation within the car park. Pedestrian access is achievable from multiple points around the boundary of the site.

There are two routes through to East Street and the Primary Shopping Area (as defined by the Local Plan), approx. 50 metres to the north of the site.

There are eight individual trees within the central and eastern parts of the car park; one group of four trees; and a single hedgerow along the western boundary on Church Lane. The site does not contain any statutory or locally listed buildings. The northern boundary of the site adjoins the Bedminster Conservation Area. The site is located within Flood Zone 1 (low probability of flooding). The site is in Bristol's Central Air Quality Management Area.

The application site is undesignated in the Bristol Local Plan.

The site is bounded to the south by St Catherine's Court – this provides Supported Housing for Older People – it has 28 one-bedroom flats. There is a permissive footpath that runs between the boundary of St Catherine's Court and the application site (this route which connects Church Lane and Little Paradise).

Little Paradise runs along the eastern and northern boundaries of the application site. To the east is a site known as Plot 4 (Stafford Street & Little Paradise), which is subject to a separate application (18/06722/F) for 295 build to rent apartments with communal facilities and 21 affordable housing apartments.

To the north are the rear of retail and business units that front onto East Street. To the west the site is bound by Church Lane which on the western side has a two-storey Victorian terraced street. This terrace is located within the Bedminster Conservation Area.

Parking is available on a pay and display basis Monday – Saturday 08:00 – 18:00, with no restrictions outside these times, on Sundays and Bank Holidays.

Little Paradise lies within the Bedminster East residents' parking scheme (RPS) area. There is a length of parking for RPS permit holders on the east of Little Paradise in operation between 09:00 to 17:00 Monday to Friday which is also pay and display parking for a maximum stay of three hours. There are parking restrictions which do not permit on-street parking any time on both sides of Little Paradise. Disabled parking is available on the east-west section of Little Paradise, which can accommodate three cars.

Church Lane serves local residents with parking on the western side falling within the Bedminster East RPS area. A disabled bay is also located at the East Street end of Church Lane.

Development Control Committee A – 30 September 2020**Application No. 20/02647/FB : Little Paradise Public Car Park Little Paradise Bristol BS3 4DY**Background

The application site (and Little Paradise North) were identified within the Bedminster Green Framework as 'inclusion subject to consideration' i.e. an area that could be included. Hereford Street car park which is located nearby and on the other side of the A38 from the application site formed part of one of the five key sites – Plot 5 (Land adjacent to Dalby Avenue), which is centred on Bedminster Green.

The Bedminster Green Framework was reported to and noted by Cabinet in March 2019. The Framework is a high-level document that sets broad principles and parameters to help shape and integrate individual site-based development proposals, as they come forward through the planning and design process to create a high quality new urban quarter. In terms of planning decisions, the Bedminster Green Framework is a material planning consideration in relation to determination of planning applications for each site in the Bedminster Green area.

Following the report to Cabinet, Bristol City Council has been working with Dandara, to consider opportunities for improved parking as part of the wider Bedminster Green regeneration area to support East Street shopping area and modernise parking facilities.

THE APPLICATION

This is an application for full planning permission by Dandara Limited and Bristol City Council for a three-storey decked public car park on the site of the existing Little Paradise public car park site.

The new car park would provide 90 parking spaces:

- Blue Badge Bays – 18 (2 electric vehicle charging points)
- Electric Vehicle Car Club – 6 (all electric vehicle charging points)
- Public Parking – 66 (14 electric vehicle charging points)

One motorcycle parking space is provided in addition to the car parking spaces outlined above.

The car park would be between circa 7.7 metres and 9.6 metres in height above the existing ground level, with the latter measurement including the stair core on the northern part of the site. The proposed development would be roughly square in plan form measuring approximately 14.9 metres wide (east and west elevations) by 16.6 metres long (north and south elevations).

The proposals include for the provision of landscaping, tree planting, lighting, signage, CCTV surveillance and associated highways works.

Access to and exit from the car park will be provided from the northern side of Little Paradise. This will move the access further away from existing residents at St Catherine's Court (to the south) and future residents at Plot 4 (to the east).

Vehicular access is proposed at ground floor level with internal ramps leading to a half level at basement level and up to higher levels.

Pedestrian access is located adjacent to but separate from the vehicular access, and a second step-free pedestrian access is available from the lower level of the car park at the corner of Church Lane/Little Paradise.

The car park would be constructed with elevations treated with perforated metal panels with balustrades in between.

A lift and stairs are accessible to car park users at each level.

The car park will continue to be owned and managed by Bristol City Council.

Development Control Committee A – 30 September 2020**Application No. 20/02647/FB : Little Paradise Public Car Park Little Paradise Bristol BS3 4DY***Summary of highways works*

It is proposed to provide an improved pedestrian crossing point for the footpath to the south of the car park.

A speed table is proposed as part of this application at the proposed junction of Little Paradise with Leicester Street. This would be a new junction, with the two streets proposed to be connected via the proposed development at Plot 4 (ref. 18/06722/F). The speed table is proposed to reduce traffic speeds on the approach to the right-angled bend on Little Paradise and the proposed car park access.

The development will result in the loss of eight of the existing trees onsite. The group of four trees on Church Lane are to be retained. A total of 18 replacement trees are to be provided. The landscape proposals include a total of 15 replacement trees to be planted with a contribution of £9,959.64 proposed to compensate for three trees that cannot be provided on site.

The exterior of the car park will be lit. The top level of the car park (level 3) will be lit with 4m tall column luminaires. The interior of the car park will be lit with LED ceiling mounted lights.

The car park is formed of half levels, from a basement level to level 2 as shown in the proposed layout plans and elevations included in the planning application.

'Pay and Display' parking machines will be located on each level of the car park. These will be managed by Bristol City Council Parking Services.

The application would facilitate the closure and relocation of public parking in two car parks owned by Bristol City Council – Little Paradise North and Hereford Street.

Little Paradise North car park (11 parking bays) forms part of a separate application: 18/06722/F, which would be redeveloped for housing, all 11 blue badge parking bays from this car park would be relocated to the proposed development.

Hereford Street car park (50 parking bays) is subject to pre-application enquiry for a housing-led redevelopment. These spaces are proposed to be consolidated and relocated to the proposed development.

RELEVANT HISTORY

The application site is subject to a long history, having previously been in industrial use during much of the 20th Century. The most recent applications relating to the car park use are included below:

Installation of 1 no. CCTV camera.

Ref. No: 06/00338/F | Status: GRANTED subject to condition(s)

EQUALITIES IMPACT 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. Overall, it is considered that the approval of this application would not have any significant adverse impact upon different groups or implications for the Equalities Act 2010. In this case the design and access to the development have been assessed with particular regard to disability, age and pregnancy and maternity issues.

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The proposed development would provide 18 disabled parking spaces for blue badge holders. This is an increase in the number of disabled parking spaces onsite and would be equivalent to the overall number of spaces across the four car parks around the East Street Shopping Area. Further detail on this issue is provided in Key Issue B.

PRE-APPLICATION COMMUNITY CONSULTATION

Engagement was undertaken with local residents, groups and individuals with an interest in the site, as detailed below.

- A letter was issued on 31 January 2020 to all residents that overlook the Little Paradise car park. The letter invited residents to attend a meeting on 11 February with the BCC Property and the Cabinet member for planning, Councillor Beech, in order to find out more about the proposals.
- Copies of posters were provided to stakeholders and a post card public engagement notification was issued to 5,000 homes.
- Public engagement events in the form of drop-ins and 'walkabouts' took place on Monday 2 March- Bedminster Library (from 4:30 to 6:45pm); and Thursday 5 March- Windmill Hill City Farm from 2:30 to 6pm.
- A public survey was available online from Monday 24 February until Monday 30 March 2020. The online survey period was extended (from 23 March to 30 March) due to the Covid-19 pandemic and its impact in terms of a drop-in session and 'walkabout', originally planned for 19 March 2020, being cancelled.

The engagement events referred to above consulted on the proposed new car park as well as the restoration project for the River Malago and wider transport and movement improvements on the A38/Dalby Avenue.

RESPONSE TO PUBLICITY AND CONSULTATION

The application was submitted and validated in June 2020. In response to the proposals as submitted, 106 comments were received from interested parties to the application.

Of the 106 comments on the application as submitted, 14 were in support, 2 neutral and 90 comments were in objection and included concerns about:

- The proposal is premature to come forward prior to results of the BCC consultation on parking
- Loss of green infrastructure, including trees and open space
- Lack of demand for a car park; the existing car parks in the area are underused
- Access into the car park would be difficult once Bedminster Green is developed
- Object to increased cars in the area rather than more pedestrian and cycle friendly neighbourhoods
- Increased air pollution
- Increased noise in the local area
- Increase in anti-social behaviour and safety concerns for locals
- The design is out of keeping with the character of the conservation area
- Design would be too high and an eyesore
- Local residents would need to compete with shoppers for parking spaces
- Impact on residential amenity by way of; noise, light pollution, overshadowing and loss of privacy
- Increased traffic and congestion in the area
- Safety concerns for pedestrians
- New housing developments should provide parking within the development rather than purpose built car parks

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Revised plans were submitted on the 11 September. In response to the revised plans and at the time of writing this report, no additional comments were submitted from interested parties.

Any further comments received will be reported to Members by way of the Amendment Sheet and covered within the Officer presentation.

AMENITY GROUPS

BS3 Planning Group – Objection

“Given the council's drive towards a carbon free city it seems odd that this car park has fewer electric car charging points than it does conventional vehicle spaces. We are objecting to this proposal on the grounds that it is against published policy and will bring more vehicles into the area rather than increasing provision for pedestrians and cycles. The nearby development on Bedminster Green will already increase traffic into and around the area and this car park can only exacerbate the situation”

Windmill Hill and Malago Community Planning Group – Objection

“WHaM objects to this development, the principal reason being the insensitivity to the existing residents in the immediate area of the car park and the likely detrimental impact it will have on their quality of life. They will be adversely affected by increased traffic, pollution, noise, overlooking and crime.”

Bedminster BID – Support

The Bedminster BID uploaded a letter of support. The BID firmly supports the multi storey car park number.

The BID represents 350 businesses. With the Town Team it has spent eight years trying to reinvigorate East Street, once the thriving retail heart of South Bristol. We have had wonderful support and involvement from the local community – and enjoyed some successes. However, it remains a huge challenge, with a much worsening retail outlook given the current crisis - sadly reflected in dozens of empty shops, and a proliferation of charity shops, pawnbrokers, vapeshops etc.

Given the impact of austerity over the past ten years and now Covid the prospect of significant and much needed investment by the public sector continues to be bleak. We believe therefore the it is essential this multi storey car park is created to encourage car borne shoppers to visit regularly and free up surface level car parks for residential development and substantially increase local walkable demand.

Urgency is called for given the latest closures of Boots, Poundstretcher, and 3 banks being added to the long list of large stores leaving in the past twelve months including Bon Marche and Argos.

EXTERNAL CONSULTEES

Historic England – No objection

Full comments available online.

INTERNAL CONSULTEES

Transport Development Management (TDM)– Support

Transport Development Management (TDM) has been consulted on the proposed development of a new 90 space public car park on the existing Little Paradise car park site. The car park is intended to be owned and managed by Bristol City Council Parking Services and proposes the following:

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- 18no 3.6m x 4.8m disabled bays
- 16no Electric-Vehicle 4.8 x 2.4m standard bays inclusive of a rapid charging space
- 50no non EV 4.8m x 2.4m standard parking bays
- 6no Electric Vehicle car club 4.8m x 2.4m parking bays to serve Bedminster Green
- Electricity substation / transformer to accommodate EV charging

This development forms an important element of the wider Bedminster Green regeneration project. It is proposed as part of the consolidation and improvement of public car parking in the vicinity to provide an upgraded facility delivering a greater number of parking spaces closer to the East Street shopping destination.

TDM considers that this rationalisation will enable the comprehensive redevelopment of existing car parks for housing development, but also enhance the vitality and viability of the local shopping centre for those whose only option is to travel by car. Further to this, these proposals, through liaison and negotiation have resulted in the provision of additional benefits including increased disabled car parking closer to East Street, new Electric Vehicle (EV) charge points and six EV car club spaces to serve the wider Bedminster Green development in the interests of the wider regeneration further reducing additional car reliance. A third benefit is the removal of on-street parking and the ability to address / deliver a number of public realm enhancements as part of this and the neighbouring plot and to better serve new residential development.

Traffic Flows along Little Paradise

In terms of traffic flows, the net increase in parking that will be accessed from Little Paradise (including blue badge and car club and Stafford Street spaces) amounts to 80 spaces. A 90 space car park in this location therefore increases the number of spaces in this area by 10. Whilst it is inherent that this will lead to additional traffic along Little Paradise, TDM do not consider the environmental impacts of this additional traffic will be material in nature, particularly when more than a fifth of the spaces (20/90) will be for electric vehicles only.

However, TDM *would* be concerned about a future situation where the car park is full, and motorists were making trips along Little Paradise, entering the car park, failing to find a space and then exiting back out along Little Paradise. To avoid this situation TDM has therefore insisted on a financial contribution to fund a Variable Message Sign (VMS) to be situated on the A38 to inform motorists travelling from both directions on the availability of spaces within the car park. This would prevent what TDM would consider to be unnecessary and avoidable additional movements along Little Paradise.

Improvements to Little Paradise

Further to the above, and in view of the additional activity that will be expected in this area, taking into account the car park and surrounding new developments, TDM has insisted that a highway works condition is included as part of any consent. This will include road safety as well as environmental improvements including a speed table along Little Paradise and improved crossing points for pedestrians in the interests of achieving an environmental enhancement to the public realm in this area. Such works will of course compliment adjacent measures secured from the Plot 4 development. TDM as requires resurfacing works as part of this application.

Technical Matters

A swept path analysis has been provided which demonstrates a vehicle entering the car parking whilst a vehicle is egressing the car park. No concerns are raised regarding this manoeuvre and TDM deem the swept path analysis to be acceptable.

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An amended highway works plan showing full extent of Little Paradise. A section 278 (highways agreement) plan has been provided however this does not show the full extent of Little Paradise where the carriageway the full length of Little Paradise will require resurfacing. It must be noted the footways and carriageways will require resurfacing the length of Little Paradise to the A38 with ducting installed for a fibre connection from the car park to the VMS signage along the A38. TDM are satisfied this could be secured via a suitably worded condition.

TDM has confirmed a s106 contribution is required for VMS signage to be situated on both the Northbound and Southbound direction of the A38. The relevant ducting will be required to be installed via s278 highway works agreement as stated previously. A contribution of £40,820 is therefore required.

Two of the disabled parking spaces would be EV ready.

A rapid charger has now been provided with a total of 16 electric charging points, in addition to the electric Car Club spaces.

Conditions are requested for the provision of a highway works plan, to secure an Approval in Principle, the provision of a construction management plan and the provision of a car park management plan. Compliance conditions for the completion of accesses, servicing facilities, car parking, visibility splays, car club spaces and electric vehicle charging points are also requested.

City Design Group (CDG) – No Objection

The envisaged investment that Bedminster Green and East Street will have in the next 5 years will transform forever this part of the city. The proposal is for an improved parking facility as part of the wider Bedminster Green Regeneration Area and it has been worked on by the council with its development partner. The current scheme for a new decked car park on the existing *Little Paradise Car Park* site is a response to extensive pre-application conversations sustained simultaneously with Transport Development Management.

The redevelopment of the site is supported in principle. However, if the current proposal is to be supported, there are some design issues that should be resolved and/or agreed before the recommendation. Further comments are as follows:

Site/Context

The approx. 40.0m x 32.6m site is located in Bedminster and bounds on 3 sides by existing streets. There are trees on and around the current surface car parking. The site boundary abuts the Bedminster Conservation Area: to the north, with the rear of retail properties on East Street; and to the west, with Victorian terraced houses along Church Lane leading to St John's Churchyard. To the south, it bounds to an elevated footway between Little Paradise and Church Lane that runs in front of St Catherine's Court retirement housing property. To the east, along Little Paradise, it faces an industrial/ commercial use. The emerging context is the redevelopment of the area with new residential apartments along this urban frontage. There is a change of level of approximately 1.5m from the higher Church Lane to the lower Little Paradise.

The proposal

Taking advantage of this change of level, the proposal accommodates some car parking spaces at a partially lower ground floor. Split level ramps give access to the additional two upper levels and to the roof top car parking area. The new footprint is approx. 32.0m by 29.0m with combined entry and exit circulation for vehicles and pedestrians. These are facing the rear of retail properties on East Street, to the right of which there is the pedestrian connection from Little Paradise to the high street. There is a secondary exit/entry towards the corner of Church Lane and Little Paradise. The existing footway along St Catherine's Court is proposed to be widened and redesigned to create a more generous pedestrian link leading to St John's Churchyard. Responding to the change of level, the profile of the

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building is higher on the Church Lane and lower on the Little Paradise. 90 car parking spaces, 18 of which are for blue badge holders, are proposed.

Elevation and materials

The scale and rhythm of the adjacent Victorian terraced have informed the proposed elevation analysis as expressed on DAS page 29. The materials chosen are: metal perforated panels for cladding, and brick for the staircase, enclosure of southern ramp and the base of the building. Together with the blend of void and solid, legibility of entrances and the composition of scale and height in relation to the level change of the site, the design provides a clear differentiation on the elevational treatment of this freestanding block: modular panels, gaps and balustrades facing the existing (and potential) residential frontages; continuous perforated metal cladding and solid brick walls to the elevated footway and the end of Little Paradise street elevation.

This approach of the juxtaposition of materials is acceptable in principle. A light weight, contemporary appearance is considered better suited to a new built form that would transition between a detailed-rich Victorian terraced housing and a precast concrete industrialised housing system, as the one proposed along Little Paradise. However, it is considered that the modular panels facing Church Lane and Little Paradise should be enhanced to echo the richness of the decorated Victorian terrace: a more pronounced vertical element should visibly mark the vertical edges of the module. The representation of the edge on the drawing number L (---) 153 gives confidence that such an enhanced detail is easy to achieve.

[Further details have been provided by the Applicant to respond to this issue]

Height, scale and massing

The principle of a three-storey car parking building is acceptable, although the height is increased by the enclosure of the roof top area. This is done for both safety reasons and to minimise the visual impact that the parking and vehicular movement could cause to the existing housing. Sections shown on drawing number L (---) 200 demonstrate that, although the evident change of the outlook from the existing residential, the width to height ratio of the new built environment along Church Lane is satisfactory as it follows urban design best practice parameters.

Having said that, there are two aspects that require attention now:

- a)** Keeping existing and planting new trees together with an enhanced landscape strategy will contribute to mitigate the impact of the new building. Comments from Landscape and Tree officers have been provided separately.
- b)** Demonstration that the 2.5m height from floor to floor, as shown on the same drawing number L (---) 200, is building regulation compliant. The design concern is twofold:
 - **b.1)** there is no information on the clear headroom dimension left after any structural depth and service zone a car parking of this nature require.
 - **b.2)** lowered headroom may create an overbearing sense of a space on the extensive +/- 1000m² car parking.

If the proposal is to be supported as submitted, for the above reasons this demonstration needs to be provided before recommendation, coupled with the lighting strategy due to the low level of natural light coming through.

Summary

The redevelopment of the site is supported in principle. The light weight and contemporary appearance, well-balanced with the scale and massing, provide both an opportunity for enhancement to the area and a successful addition of the integral regeneration for the area. Together with the satisfaction of its simple functional requirements, a good quality designed decorative façade is able to turn the very banality of this car park into an asset.

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8 trees have been proposed for removal requiring 18 replacement trees in accordance with the planning obligation SPD Tree Replacement Standard. 8 replacement trees have been identified on the western boundary of the new development, 10 replacement trees have therefore not been provided within the red line of the development. Bedminster ward is a heavily populated, built up area with limited opportunities to replant trees within open spaces, considering the significant redevelopment of the area the further 10 trees would need to be planted within hardstanding with new tree pits and therefore the higher Tree Replacement standard figure of £3,318.88 per tree should be applied.

Therefore a financial contribution of $10 \times £3,318.88 = £33,188.80$ needs to be agreed as an obligation prior to consent. The arboricultural report (Section 4.4) recommends this is of the development form part of the reserve matters; this is not possible, all planning obligations need to be agreed prior to consent and therefore the payment needs to be agreed. I have concerns relating to the possible loss of the retained trees due to the extent of excavation require to create the subterranean part of the proposal.

The trees species identified within the Little Paradise Carpark Landscape Plan (Dwg: DE297-4B-700) is *Carpinus betulus* 'Fran Fontaine'. This species have been withdrawn from production by a number of larger tree nurseries; the tree stem fails due to axial stem fractures forming in early maturity. This species is therefore not appropriate and will need to be changed.

The restricted planting area adjacent to the proposed limits the number of species that could be ground in this location. A few suggestions would be *Pyrus calleryana* 'Redspire', *Acer griseum* or *Ginkgo* which would provide a continuity with young specimen located within the adopted highway adjacent to the pedestrian thoroughfare adjacent to T9.

Tree Planting

No planting pit design has been provided which in such a limited planting location need to be a high quality environment. The entire length of the planting area needs to be joined so that all of the trees can utilise the space and the planting medium would benefit from a Stockholm tree planting style system that utilises the rain water runoff from the carpark structure.

Construction methodologies

The proposed carpark will be partial excavated underground and therefore any open excavation of any depth will require the sides of the excavation to be battered back to prevent the wall collapsing. Given the close proximity of the retained trees any such battering will require the removal of all of the retained trees. Solutions to this are possible with sheet piling or other engineering solutions, however, these have not been addressed.

[Further information to be provided. An update will be provided via the Amendment Sheet].

An arboricultural implication assessment or arboricultural method statement have not been provided to address any of the points raised within the within the Arboricultural assessment which is primarily a BS5837 reference document with limited site-specific details.

Landscape Officer – Comment

Church Lane façade

- Mature birch trees retained. Method statement required for protection during construction period. Arboriculture Officers comments required.
- Opportunities for living wall/climbers.

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Little Paradise north façade

- Plant bed specified for 18 No. Hedra helix too narrow to be viable; pave up to car park wall
- Planting bed to east of car park entrance specified for 42 No Hedra helix; needs to be paved to allow for pedestrian circulation and access to grit box.
- Opportunities for living wall/climbers on the external surface of the core wall.

Little Paradise east façade:

- Proposed tree planting centres too close; suggest 4m minimum but consult Arboriculture Officer.
- Trees too close to car park wall. Explore with Highway team the possibility of setting back to highway and using cell structure under footway to provide sufficient soil medium. Arboriculture Officer comments required.
- Opportunities for living wall/climbers.

St. Catherine's EPD footpath façade

- Plant beds too narrow to be viable – increase width and consider mixing ground and raised beds/materials to vary the appearance and opportunities for different planting types to reflect the domestic character of the adjacent EPD.
- Opportunities for living wall/climbers.

Generally:

- The loss of mature birch tree will need to be mitigated according to the Bristol Tree Replacement Standard.
- Planting proposals will need to be accompanied by a management schedule to address establishment and long term survival of all planting.

Archaeology – No Objection

Agree with the archaeological study and that a degree of archaeological works will be required on this one secured by conditions of any consent. Any archaeology on the site will be of local significance, but remains relating to the early settlement of Bedminster can be expected here.

A pre-commencement condition to secure a programme of works to include evaluation and excavation should be applied to any consent along with a pre-occupation condition to secure the completion of these archaeological works.

Contaminated Land Environmental Protection – No Objection

The proposed development is not sensitive to contamination and is not situated on land not thought to have been subject to a potentially contaminating land use (other than the current use as a car park).

In light of this, a condition for the reporting of unexpected contamination is recommended.

Air Quality – No Objection

The air quality assessment has considered the predicted air quality impacts from the proposed development during both the construction and operational phases. The construction phase impacts have been assessed using Institute of Air Quality Management Guidance to identify the required level of mitigation needed to ensure that impacts from dust generation are considered acceptable. Dust mitigation measures are identified in Table 19 of the report and should be conditioned as part of the planning process to ensure that they are implemented fully during construction.

The development proposal is a 90 space car park and as a result is predicted to increase the level of vehicle movements in the area in the opening year of 2023. In addition to this development site there are a number of other planning applications in the process of being brought forward in the area.

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These have the potential to increase emissions of pollutants to air from both increased vehicle movements and emissions from on-site energy plant.

Whilst not technically 'committed development' the planning applications are developed to a level that it is considered appropriate to include them in future baseline air pollution scenarios. The applicant has added the predicted impacts from the Bedminster Green development sites, as listed below, to the baseline pollution levels for 2023 in their do minimum scenario. In the do something scenario the predicted impact from the 90 space car park development have been considered and the significance of the air quality impacts from these additional vehicle movements is described using the Institute of Air Quality Management/Environmental Protection UK impact descriptors.

Emissions from both vehicle movements and energy plant from the following developments have been added to the baseline 2023 do minimum scenario.

- Plot 1;
- Plot 2 (13/05616/P); and,
- Plot 4 (18/06722/F).
- Plot 5 - detailed proposals for Plot 5 have not been produced to date. As such, the predicted vehicle trip generation was calculated by factoring the values from Plot 4 by the difference in proposed units.

The biggest predicted increase in annual average nitrogen dioxide levels is $0.15\mu\text{g}/\text{m}^3$ at residential receptor locations on East Street where maximum 2023 NO_2 concentrations of $39.4\mu\text{g}/\text{m}^3$ are predicted. This is just marginally below the legal annual objective for this pollutant of $40\mu\text{g}/\text{m}^3$. The increase of $0.15\mu\text{g}/\text{m}^3$ is described as negligible and therefore the impacts upon air quality from the proposed development are considered to be acceptable. As a result, I do not have concerns with regards to the impacts from this proposed application and do not object on grounds of air quality.

Potential Cumulative Impacts

The assessment methodology used to account for cumulative development impacts is considered acceptable. The report conclusions and impact descriptors are based on the predicted pollution increase from the Plot 4b development only. The EPUK/IAQM methodology considers both the baseline pollution levels and the size of the increase in pollution to determine the significance of an increase in pollution levels. Information on predicted increases in pollution from on-site energy plant proposed for Plot 1 and Plot 2 have been provided in the air quality assessment. A worst case scenario has been used in which $0.34\mu\text{g}/\text{m}^3$ has been added to the 2023 baseline annual NO_2 concentrations at each receptor location to account for the energy plant emissions. A $0.34\mu\text{g}/\text{m}^3$ increase in annual NO_2 concentrations where baseline pollution is above $38\mu\text{g}/\text{m}^3$ would be described as slight adverse using IAQM/EPUK impact descriptors. No information has been provided on the increases in NO_2 expected to come from the additional cumulative vehicle movements in 2023.

This has been highlighted to illustrate the point that it is possible that the impacts from individual developments being brought forward could be described as negligible, when adding the increases from individual plots to a baseline which includes cumulative development impacts. However, if the significance of increases in air pollution associated with all committed developments were to be assessed in one "Bedminster Green Air Quality Assessment" then it is my opinion that the impacts are likely to be as slight adverse as a minimum at some receptor locations. This shows the importance of the sustainable transport proposals being brought forward in this area from an air quality perspective.

Flood Risk Manager – No Objection

The proposed solutions for drainage and flood risk management are acceptable.

Wessex Water will need to approve the proposed sewer connection and a 5l/s minimum discharge

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rate is advised to help avoid blockages.

Pollution Control Team – No Objection

I am happy with the lighting report and would request that BCC's standard lighting condition to meet the Obtrusive Light Limitations for Exterior Lighting Installations in table 2 of the Institute of Light Engineers Guidance Notes for the Reduction of Obtrusive Lighting, GN01:2011 is placed on any approval.

The car park noise assessment includes considers Leq noise levels rather than Lmax noise levels. The Leq is the 'equivalent' noise level; similar to the average but usually higher as it is a logarithmic summation that is influenced/elevated by peak noises, like car door slams.

The findings of the acoustic report are acceptable and the noise assessment all-encompassing and there would not be any unacceptable harm to residential amenity as a result of noise.

RELEVANT POLICIES

National Planning Policy Framework – February 2019

Bristol Local Plan, Comprising Core Strategy (Adopted June 2011), Site Allocation and Development Management Policies (Adopted July 2014) and The Bristol Central Area Plan (Adopted March 2015) (as appropriate) and SDP2 A guide for Designing House Alterations and Extensions (October 2005).

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?**

Section 11 of the NPPF sets out that planning decisions should promote an effective use of land whilst safeguarding and improving the environment. Paragraph 118 specifically states that planning decisions should support the development of underutilised land and suggests considering land above service yards, car parks, lock-ups and railway infrastructure.

Policy BCS1 of the Bristol Core Strategy sets out that South Bristol will be a priority focus for development and comprehensive regeneration, including the delivery of new office floorspace, industrial and warehousing land and the provision of 8,000 new homes.

Policy BCS7 supports developments which contribute to maintaining the vitality, viability and diversity of Town, District and Local Centres.

Policy BCS10 supports the delivery of significant improvements to transport infrastructure to provide an integrated transport system, which improves accessibility within Bristol and supports the proposed levels of development.

Policy BCS20 states that development should maximise opportunities to re-use previously developed land.

The site is not designated within the Bristol Local Plan, it would be termed "white land" i.e. used to mean land (and buildings) without any specific proposal for allocation in a development plan, where it is intended that for the most part, existing uses shall remain undisturbed and unaltered.

The site is adjacent to the Bedminster Town Centre and Bedminster's Primary Shopping Area.

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The site benefits from an existing use as a car park. The proposals do not seek to change that use but to enhance it to make more efficient use of the land. This is in line with Section 11, and specifically Paragraphs 117 and 118, of the NPPF which states that development must as far as possible make use of previously developed or 'brownfield' land.

The need for car parking in this location has been established as an outcome from the Bedminster Green Strategic Transport Assessment (STA). The STA seeks to deliver a range of transport improvements to the area and included an assessment of parking in the area. Further detail is provided in Key Issue B below, but it should be noted that the proposed development is would support the consolidation and improvement of public car parking in the area, and in turn release car parks on Hereford Street and Little Paradise north for development.

Whilst the principle of the car park use is established, it is considered that the proposed development would support regeneration of the Bedminster area and would help to attract visitors and maintain the viability; vitality of the Bedminster Town Centre and forms an outcome from the Strategic Transport Assessment which seeks to identifies the transport and movement improvements for the wider area.

Summary:

The proposed development would improve accessibility and would be on previously developed land in accordance with the Policies BCS10 and BCS20. This would aid the vitality of the Town Centre in accordance with Policy BCS7 and would support the redevelopment objectives of Policy BCS1 by releasing other car park sites for redevelopment. The principle of development is supported.

B. IS THE IMPACT OF THE PROPOSED DEVELOPMENT UPON TRANSPORT AND HIGHWAYS ACCEPTABLE?

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

Current parking provision in the area

In terms of parking provision within the area surrounding the application site, there are 133 parking spaces currently available across Little Paradise, Little Paradise North, Hereford Street, Stafford Street.

This parking is a mix of:

- blue badge
- pay and display public parking
- residential parking permits
- time limited stay

Existing parking provision	Blue Badge	Public Parking	Motorcycle Bays	Total Parking Bays
On street parking	3	19	0	22
Little Paradise Car Park (application site)	2	47	1	50
Little Paradise North	11	0	0	11
Hereford Street	2	47	1	50
Total	18	113	2	133

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The existing car parking situation in and around Bedminster Green and the Bedminster Town Centre has several issues.

The current car park at Hereford Street is separated from the Town Centre and Shopping Area and requires users to cross the A38. This makes the location less accessible for Blue badge holders and users with limited mobility.

The isolated nature of this car park makes them feel unsafe after dark and can attract anti-social behaviour.

In order to find available spaces, vehicles can travel between car parks and the on-street parking, increasing vehicle movements and congestion.

The proposed development

The proposed development is one of five development plots which is subject to the Bedminster Green Framework and a Strategic Transport Assessment (STA) has been developed by Stantec in collaboration with BCC.

A draft version of the Stage 02 STA outlines public transport, walking and cycling strategies, an options appraisal for improvements to Whitehouse Lane, an assessment of likely parking overspill and an outline travel plan.

As set out within Key Issue A, the proposed development forms one of the outcomes of the STA and is proposed as part of the consolidation and improvement of public car parking in the vicinity to provide an upgraded facility delivering a greater number of parking spaces closer to the East Street shopping destination.

The proposed development would enable the closure of the Little Paradise North and Hereford Street car parks, and would include the following parking options:

- 18no 3.6m x 4.8m disabled bays
- 16no Electric-Vehicle 4.8 x 2.4m standard bays inclusive of a rapid charging space
- 50no non EV 4.8m x 2.4m standard parking bays
- 6no Electric Vehicle car club 4.8m x 2.4m parking bays to serve Bedminster Green
- Electricity substation / transformer to accommodate EV charging

The car park would be owned and managed by Bristol City Council Parking Services.

A summary of the proposed changes in the numbers of public parking spaces in the area brought about by the Bedminster Green regeneration project in the surrounding public car parks is provided in the table below.

Public Car Parking Locations	Current regular public Spaces	Current public blue badge spaces	Proposed regular public spaces	Proposed public blue badge spaces	EV Car Club Spaces	Net Change (all spaces)
Little Paradise Disabled Car Park (BCC)	0	11				-11
Little Paradise Surface Car Park (BCC)	48	2	66	18	6	+40
On Street, Little Paradise &	16	3				-19

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Stafford Street (BCC)						
Hereford Street Car Park (BCC)	46	2				-48
TOTALS	110	18	66	18	6	-38

The above rationalisation will offer a facility for those whose only option is to travel by car which is closer to the Bedminster Town Centre and would support a transition to electric vehicles by providing 16 electric vehicle charging spaces and reducing additional car reliance by offering six car club spaces.

The proposed development would provide 18 disabled parking spaces for blue badge holders. This is an increase in the number of disabled parking spaces onsite and would be equivalent to the overall number of spaces across the four car parks in the surrounding area. It is considered that the development would support access for all users by providing a greater number of spaces for disabled persons in closer proximity to the Town Centre and Shopping Area.

The rationalisation of car parking will enable the implementation of wider transport and movement improvements identified within the STA, including enhancements to Malago Road/Dalby Avenue, the extension of Leicester Street to meet Little Paradise, implementation of a one-way system on Stafford Street and the provision of a cycle link i to connect Stafford Street, Leicester Street and Little Paradise with Malago Road/Dalby Avenue to East Street.

In order to minimise the potential for wasted trips and a significant increase in traffic when the car park is full, a contribution would be secured for a variable message sign to be situated on the A38 Malago Road to inform motorists of the availability of parking.

The proposed development would include road safety and highway condition improvements in the form of a speed table along the junction of Little Paradise with the new connection to Leicester Street proposed to be secured as part application ref. 18/06722/F. The works also include resurfacing of the highway and improvements to the footways surrounding the site.

The new pedestrian link to the south of the site would enhance pedestrian connectivity.

Conditions are requested for the submission of a highway works general arrangement plan, agreement of an approval in principle and submission of a construction management plan. Compliance conditions are requested for the completion and maintenance of vehicle access, pedestrian access, vehicle servicing facilities and parking. Pedestrian vehicle splays must be provided in accordance with the approved drawings and the electric vehicle and car club spaces are to be secured via condition and retained in perpetuity.

It is considered that the proposed development would be sustainably located and supports the aims of the STA and is in accordance with Policies BCS10 and DM23.

C. WOULD THE PROPOSED DEVELOPMENT BE OUT OF SCALE OR CONTEXT WITH THE SURROUNDING AREA?

Policy BCS9 states that individual green assets should be retained wherever possible and integrated into new development. Loss of green infrastructure will only be acceptable where it is allowed for as part of an adopted Development Plan Document or is necessary, on balance, to achieve the policy aims of the Core Strategy. Appropriate mitigation of the lost green infrastructure assets will be required.

Policy BCS20 sets out that an appropriate density should be informed by the characteristics of the site and the local context.

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

Policy DM17 sets out that Where tree loss or damage is essential to allow for appropriate development, replacement trees of an appropriate species should be provided, in accordance with the tree compensation standard.

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

i) Scale and massing

The proposed development would result in the construction of a three-storey car park on the site of an existing surface-level car park.

The proposed development would be around 7.7 metres in height above ground level, and up to 9.6 metres in height for the short section where the stair core is proposed. This proposed change would result in an intensify the use onsite, but the height would be less than that of the existing properties on Church Lane and of a similar height to the collection of buildings that form St Catherine's Court.

In consideration of the emerging context, the proposed development would be smaller in height than the proposals at the adjacent site on Little Paradise and Stafford Street, subject to application ref. 18/06722/F.

City Design Group has noted in its response that the proposed development is acceptable in terms of its massing, with an appropriate width to height ratio which meets best practice parameters.

ii) Form and Block

The proposed development addresses each of the surrounding roads by providing a perimeter block, defining a clear entrance for both pedestrians and vehicles.

The elevations are broken down with a blend of void and solid, providing clear differentiation on the elevational treatment of the block and provides a contemporary appearance that transitions between the existing Victoria terraces, St Catherine's Court and the emerging context to the north east of the site.

iii) Materials

The proposed development utilises a mixture of perforated and solid metal panels for cladding, metal balustrades and doors and grey/blue brick.

The proposed use of perforated panels creates a lightweight appearance, softened further by the surrounding landscaping and reduces the visual impact of the proposals.

The material palette provides an acceptable transition to the detailed, brick and pennant stone on Church Lane to the more austere, industrial appearance of the development proposals to the north east.

iv) Public Realm

Along with the development proposals which form part of application ref. 18/06722/F, the proposed development would represent a significant improvement to the public realm.

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The development proposals include for a new pedestrian link between Little Paradise and Church Lane adjacent to St Catherine's Court. This would enhance pedestrian connectivity and promote accessibility and permeability in accordance with Policy BCS21.

The proposed development would support the connection of Little Paradise and Leicester Street, which is currently blocked off by the adjacent industrial site. This proposal also includes the creation of a raised table around the junction of Little Paradise and Leicester Street which would lower traffic speeds and create a better environment for pedestrians and cyclists.

The resurfacing of the footways around the site has also been agreed to the benefit of pedestrian connectivity.

v) Landscape and Trees

An Arboriculture Assessment has been submitted as part of the application and identifies eight individual trees, one group of trees on the application site. They are categorised as follows:

- four Category B trees (Moderate Quality / Value);
- one tree group of four Category B trees (Moderate Quality / Value);
- three Category C trees (Low Quality / Value); and
- one Category U trees(unsuitable for retention).

The proposed development would result in the loss of eight trees on site and the pruning of the group of four trees to facilitate development. The trees to be lost are located centrally within the site and cannot feasibly be accommodated within the three-storey decked car park. The retained trees are proposed to be protected during construction in accordance with British Standard BS:5837. The Arboricultural Officer has requested a method statement be prepared to ensure retention of these trees, this is being prepared and an update will be provided to Members by way of the Amendment Sheet.

A landscaping scheme is proposed to include trees and shrubs along the boundaries of site, adjacent to the eastern, southern and north elevations of the site. This would include the planting of 15 new trees:

- One Silver Birch tree
- Three Ginkgo trees
- 11 Callery pear trees

Applying the tree compensation standard outlined in Policy DM17, the loss of the eight trees on site would require compensatory planting totalling 18 new trees. As it is not possible to accommodate all 18 replacements onsite, it is intended to secure a contribution totalling £9,959.64 to support the planting of three trees off-site.

The proposed development would enhance the character of the area by replacing the existing low quality and unsuitable trees with a diverse planting scheme and those trees of amenity value would be appropriately replaced/compensated. This would be in accordance with Policy BCS9 and DM17

v) Conservation Area

The application site adjoins the Bedminster Conservation Area and forms part of the Area's setting. The Conservation Area includes the three-storey shops with flats above on East Street and the two-storey terraced dwellings on Church Lane. These buildings are of late-Victorian origin.

The proposed scale and massing of the car park would be in keeping with the Conservation Area and would not detract from the special character of appearance of the setting of the Area.

It is considered that the proposed development would be enhance the setting of the Conservation Area by replacing the existing area of hardstanding with a high-quality building and providing a detailed landscaping scheme.

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It is considered that the proposed development would not be out of scale or context with the surrounding area and would contribute positively to the urban design of the area by enhancing accessibility and permeability and retaining and improving green infrastructure assets onsite.

D. WOULD THE PROPOSED DEVELOPMENT RESULT IN ANY UNACCEPTABLE IMPACTS ON ADJOINING RESIDENTIAL AMENITY?

Policy BCS21 outlines that development in Bristol is expected to safeguard the amenity of existing development.

Policy DM29 sets out that new buildings will be expected to ensure that existing and proposed development achieves appropriate levels of privacy, outlook and daylight.

Whilst setting out guidance for householder applications, the guidance in SPD2 'A Guide for Designing House Alterations and Extensions' is relevant to this application. It outlines that windows to habitable rooms should be situated at least 12 metres from the nearest blank elevation.

BRE Report 209, "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" outlines the approach for three tests to assess whether adequate levels of daylight can be achieved as a result of a development proposal, based upon Vertical Sky Component (VSC), Average Daylight Factor (ADF) and No Sky Line (NSL).

VSC is a measure of the amount of diffuse daylight reaching a window. In respect of VSC, the BRE guide explains that diffuse daylight may be adversely affected if, after a development, the VSC is both less than 27% and less than 0.8 times its former value. ADF is a measure of the amount of daylight in the affected room. The BRE guide recommends an ADF of 5% or more if there is no supplementary electric lighting, or 2% or more if supplementary electric lighting is provided. There are additional minimum recommendations for dwellings of 2% for kitchens, 1.5% for living rooms and 1% for bedrooms.

The BRE guide explains that the daylight distribution, assessed by plotting the position of the existing and proposed 'No Sky Line' (the point within the affected room where the sky can no longer be viewed) of a neighbouring property may be adversely affected if, after the development, the area of the working plane which receives direct skylight is reduced to less than 0.8 times its former value.

In respect of sunlight, an assessment should take account of the Annual Probable Sunlight Hours (APSH). APSH is amount of sunlight the affected window can receive with and without the new development. The BRE guide explains that sunlight availability may be adversely affected if the centre of the window: receives less than 0.8 times its former sunlight hours during either period (summer or winter).

A Daylight and Sunlight Report has been submitted as part of the application, undertaken by Point2 Surveyors (March 2020). The results of this report are relied upon within this Key Issue of the Committee Report.

Separation Distances / Overbearing

The proposed development would be located in excess of 16 metres from the nearest neighbouring windows of the terraces on Church Lane. This is in excess of the guidance set out in SPD2 and is considered to be acceptable.

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The proposed development would be located approximately 6 metres from the nearest neighbouring windows at St Catherine's Court. Whilst this is less than the 12 metres separation distance set out in SPD2, it is understood that the northern extent of the building serves as a corridor, and therefore the proposed development would not affect habitable rooms.

The proposed development would be located in excess of 20 metres from the nearest upper floor levels of the buildings on East Street. This is considered to be acceptable.

Daylight and Sunlight for neighbours

A total of 196 windows have been assessed within the Daylight and Sunlight Report. In terms of VSC, all of the windows would accord with the BRE Guidance and none would receive less than 0.8 times its former value. The greatest impact upon a single window is at St Catherine's Court and would result in a reduction to 0.9 times its former value. The BRE Guidance outlines that this would likely be unnoticeable.

The Daylight and Sunlight Report highlights that the proposed development would not result in any reductions in NSL.

The reductions in ADF would be no greater than 0.9 times the former value, and only to a handful of assessed windows. This would all be in accordance with the BRE Guidance and would be unnoticeable to neighbouring residents.

All windows orientated within 90 degrees of due south would be fully BRE compliant changes in Annual Probable Sunlight Hours (APSH).

The proposed lighting has been reviewed by the Pollution Control Team and would not result in any unacceptable light pollution. A condition is attached to restrict the light levels onsite.

Sufficient consideration has been given to peak noises such as car doors shutting, and the Pollution Control Team has reviewed the noise assessment and concluded that there would not be any unacceptable harm to residential amenity as a result of noise.

A Construction Management Plan would be secured via condition to limit potential construction impacts such as noise and dust and limiting working hours to avoid nuisance to neighbours.

Conclusion:

The proposed development would not result in any unacceptable harms to residential amenity through overshadowing or overbearing, and light and noise pollution would not reach unacceptable levels.

E. WOULD THE PROPOSED DEVELOPMENT BE ACCEPTABLE WITH REGARDS TO CONTAMINATION, FLOOD RISK AND AIR QUALITY?**(i) Contaminated Land**

Policy DM34 sets out that new development should demonstrate that any existing contamination on a site would be addressed by appropriate mitigation measures and that there is no unacceptable risk of pollution within the site or surrounding area. The policy also requires that the development will not cause land to become contaminated.

The application site has not been subject to any historic uses which may result in the contamination of land beyond the existing use as a car park, and therefore the risk of contamination is low. It is also noted that the proposed development would not be sensitive to contamination. A condition for the reporting of unexpected contamination is attached.

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Policy BCS16 of the Core Strategy states that developments need to be resilient to flooding through design and layout and incorporate sensitively designed mitigation measures to ensure the proposed development remains safe from flooding over its lifetime.

A Drainage Strategy (Hydrock, April 2020) has been submitted as part of the application. The development is proposed to continue to outfall into the combined sewer on Little Paradise, which is anticipated to be the existing arrangement.

This is considered to be acceptable to the Flood Risk Manager and Wessex Water has been consulted regarding the proposed sewer connection and appropriate discharge rates.

(iii) Air Quality

Policy DM33 states that development in designated Air Quality Management Areas should take account of existing air pollution and include measures to mitigate its impact on future occupiers where possible. The application site is located within Bristol's Central Air Quality Management Area.

The proposed development is one of a number in the Bedminster Green area which have the potential to increase emissions of pollutants to air from both increased vehicle movements and emissions from on-site energy plant. The application includes an Air Quality Assessment (Redmore Environmental, August 2020) which considers the proposed development and other committed and proposed development in the area.

The Assessment predicts that the development would result in a maximum NO₂ concentration of 39.4µg/m³. This would be marginally below the legal annual objective and the 0.15µg/m³ increase would be negligible. The impacts upon air quality from the proposed development are considered to be acceptable.

The cumulative effects of all the developments considered would likely result in a slight adverse impact which is considered to be acceptable.

F. DOES THE PROPOSED DEVELOPMENT GIVE SUFFICIENT CONSIDERATION OF 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.

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

The proposed development would be located in a sustainable location and would connect to a range of transport modes. The rationalisation will ensure that parking is still on offer for those whose only option is to travel by car but would support a transition to electric vehicles by providing 16 electric vehicle charging spaces and reducing additional car reliance by offering six electric vehicle car club spaces.

It is considered that the proposed development has given sufficient consideration of sustainability and would accord with Policies BCS13, BCS14 and BCS15.

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The Applicant is proposing to enter into a s.106 Agreement that would secure the following:

S106 contribution for a Variable Message Sign (VMS) to the highway network.

A s106 contribution of £40,820 is required for VMS signage to be situated on both the Northbound and Southbound direction of the A38.

The relevant ducting will be required to be installed via s278 highway works agreement.

S106 contribution for off-site replacement tree planting

A s106 contribution of £9,959.64 is required to compensate for three trees that cannot be re-provided on site.

A number of Traffic Regulation Orders (TRO) will be required as part of the proposal. The total sum required for TROs would be £23,652.

CONCLUSION

The proposed development would rationalise parking within the Bedminster area and support the aims of the Strategic Transport Assessment by enhancing permeability and accessibility. This would aid the vitality of the Town Centre in accordance with Policy BCS7 and would support the redevelopment objectives of Policy BCS1 by releasing other car park sites for redevelopment.

The proposed development is acceptable in terms of design and would not result in harm to the Conservation Area and its setting.

There would be no unacceptable impacts to residential amenity in terms of overshadowing, overbearing or through noise, light and air pollution.

The proposed development would support a transition to electric vehicles and reduce car reliance by reducing the overall number of spaces in the Bedminster area and introducing car club spaces. This would support the sustainable development aims of the NPPF and the Bristol Core Strategy.

The proposed development is recommended for approval, subject to planning agreement and conditions.

Recommended GRANT subject to planning agreement

Time limits 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 conditions**2. Highway works – General Arrangement Plan**

No development shall take place until general arrangement plan(s) to a scale of 1:200 showing the following works to the adopted highway has been submitted to and approved in writing by the Local Planning Authority.

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- Highway works outlined within 0929-B-019A and 1038-005D
- Resurfacing of footway and carriageway along the length of Church Lane
- Resurfacing of footway and carriageway along the length of Little Paradise
- Installation of ducting along Little Paradise from the proposed car park to the A38
- Upgrade of street lighting to be informed by lighting design
- Installation of Speed table along Little Paradise
- Any Associated works such as kerbing and lining

Where applicable indicating proposals for:

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

No development shall take place over the route of any public right of way prior to the confirmation of a Town & Country Planning Act 1990 path diversion/stopping up order.

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

Reason: In the interests of public safety and to ensure that all road works associated with the proposed development are: planned; approved in good time (including any statutory processes); undertaken to a standard approved by the Local Planning Authority and are completed before occupation.

3. Structure Adjacent To/Within 6m of the Highway

No development shall take place until an Approval In Principle (AiP) Structural Report setting out how any structures within 6 metres of the edge of the adopted highway (and outside of this limit where the failure of any structures would affect the safety of road users) will be assessed, excavated, constructed, strengthened or demolished has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the works safeguard the structural integrity of the adopted highway during the demolition and construction phase of the development.

4. Construction Management Plan – Major Developments

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

- A construction programme including phasing of works;
- 24 hour emergency contact number;
- Hours of operation;
- Expected number and type of vehicles accessing the site:
 - Deliveries, waste, cranes, equipment, plant, works, visitors;
 - Size of construction vehicles;
 - The use of a consolidation operation or scheme for the delivery of materials and goods;
 - Phasing of works;
- Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction):
 - Programming;

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- Waste management;
- Construction methodology;
- Shared deliveries;
- Car sharing;
- Travel planning;
- Local workforce;
- Parking facilities for staff and visitors;
- On-site facilities;
- A scheme to encourage the use of public transport and cycling;
- Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- Locations for storage of plant/waste/construction materials;
- Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- Arrangements to receive abnormal loads or unusually large vehicles;
- Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- Any necessary temporary traffic management measures;
- Measures to protect vulnerable road users (cyclists and pedestrians);
- Arrangements for temporary facilities for any bus stops or routes;
- Method of preventing mud being carried onto the highway;
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

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

5. 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 (G1) in the position and to the specification shown on Drawing No. 8501-T-07 Rev. A (FPCR, Sept 2020). 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.

6. Further details of materials before relevant element started

Detailed drawings of proposed facing materials, windows and doors at an appropriate scale of the following shall be submitted to and be approved in writing by the Local Planning Authority before the relevant part of work is begun. The detail thereby approved shall be carried out in accordance with that approval.

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

7. Sample Panels before specified elements started

Sample panels of the facing materials demonstrating the colour, texture, face bond and pointing are to be erected on site and approved in writing by the Local Planning Authority before the relevant parts of the work are commenced. The development shall be completed in accordance with the approved details before the building is occupied.

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

8. Local Employment Opportunities

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

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

Pre-occupation conditions**9. 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, 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 the approved remediation scheme.

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.

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

No building or use hereby permitted shall be occupied or use commenced until the refuse store and area/facilities allocated for storing of recyclable materials, as shown on the approved plans have been completed in accordance with the approved plans. Thereafter, all refuse and recyclable materials associated with the development shall either be stored within this dedicated store/area, as shown on the approved plans, or internally within the building(s) that form part of the application site. No refuse or recycling material shall be stored or placed for collection on the adopted highway (including the footway), except on the day of collection.

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

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No building or use hereby permitted shall be occupied or use commenced until the means of vehicular access has been constructed and completed in accordance with the approved plans and the said means of vehicular access shall thereafter be retained for access purposes only for the lifetime of the development. Any access point opening onto the adopted highway shall include suitable drainage provision within the curtilage of the site, to prevent the discharge of any surface water onto the adopted highway.

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

12. Completion of Pedestrians/Cyclists Access – Shown

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.

13. Completion and Maintenance of Vehicular Servicing facilities – Shown

No building or use hereby permitted shall be occupied or use commenced until the facilities for loading, unloading, circulation and manoeuvring have been completed in accordance with the approved plans. Thereafter, these areas shall be kept free of obstruction and available for these uses.

Reason: To ensure that there are adequate servicing facilities within the site in the interests of highway safety.

14. Completion and Maintenance of Car/Vehicle Parking – Shown

No building or use hereby permitted shall be occupied or use commenced until the car/vehicle parking area (and turning space) shown on the approved plans has been completed and thereafter the area shall be kept free of obstruction and available for the parking of vehicles associated with the development. Driveways/vehicle parking areas accessed from the adopted highway must be properly consolidated and surfaced, (not loose stone, gravel or grasscrete) and subsequently maintained in good working order at all times thereafter for the lifetime of the development.

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

15. Provision of Pedestrian Visibility Splays

No building or use hereby permitted shall be occupied or use commenced until pedestrian visibility splays of 2 metres x 2 metres to the rear of the footway, shall be provided at the proposed access (or drive). Nothing shall be erected, retained, planted and/or allowed to grow at or above a height of 0.6 metres to the rear of the footway which would obstruct the visibility splay. The visibility splays shall be maintained free of obstruction at all times thereafter for the lifetime of the development.

Reason: To ensure motorists have clear and unrestricted views of approaching pedestrians when pulling out onto the adopted highway, in the interest of highway safety.

16. Provision of Vehicular Visibility Splays

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No building or use hereby permitted shall be occupied or use commenced until visibility splays 2.4 metres back from the centre line of the access and extending 19m metres on the nearside carriageway edge to the East and 25m to the West shall be provided at all accesses/junctions, as shown on the approved plans.

Nothing shall be erected, retained, planted and/or allowed to grow at or above a height of 0.6 metres above the nearside carriageway level which would obstruct the visibility splay. The visibility splays shall be maintained free of obstruction at all times thereafter for the lifetime of the development.

Reason: To ensure motorists have clear and unrestricted views of approaching cyclists/vehicles in the interest of highway safety.

17. Car Club

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

- The allocation of six (6) car club parking space(s)
- The provision of six (6) vehicle(s)
- Provision of car club membership for all eligible residents of the development for a minimum of three years
- Promotion of the scheme
- The phasing at which the scheme will be introduced

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

18. Electric Vehicle Charging Points

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

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

19. Car Park Management Plan

No building or use hereby permitted shall be occupied or use commenced until a car park management plan setting out how the car park will be managed has been prepared, submitted to and approved in writing by the Local Planning Authority. The measures shall thereafter be implemented in accordance with the approved car park management plan for the lifetime of the development.

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

20. Completion and Maintenance of Sustainable Drainage System (SuDS) – Shown on Approved Plans

No building or use hereby permitted shall be occupied or the use commenced until the SuDS scheme for this site has been completed in accordance with the approved Sustainable Drainage Strategy. The

Development Control Committee A – 30 September 2020**Application No. 20/02647/FB : Little Paradise Public Car Park Little Paradise Bristol BS3 4DY**

SuDS scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.

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

21. Artificial Lighting (external)

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

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

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

Post occupation management**22. Restriction of Parking Level on site**

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

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

23. Protection of Parking and Servicing Provision

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

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

24. Gates to be Set Back from the Adopted Highway

Any gates or gate positions at the vehicular access shall be set back a minimum distance of 5 metres from the back edge of the footway, be designed to only open inwards and permanently retained as such for the lifetime of the development.

Reason: To ensure vehicles are able to pull clear of the adopted highway and avoid becoming an obstruction to oncoming traffic.

25. Hard and Soft Landscape Works - Shown

The landscaping proposals hereby approved shall be carried out no later than during the first planting season following the date when the development hereby permitted is ready for occupation or in accordance with a programme agreed in writing with the Local Planning Authority. All planted materials shall be maintained for five years and any trees or plants removed, dying, being severely damaged or becoming seriously diseased within 5 years of planting shall be replaced with others of similar size and species to those originally required to be planted.

Development Control Committee A – 30 September 2020**Application No. 20/02647/FB : Little Paradise Public Car Park Little Paradise Bristol BS3 4DY**

Reason: To ensure that the appearance of the development is satisfactory

List of Approved Plans and Drawings**26. 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:

0929-B-019A Plots 2, 4 And 4b Composite Highway Plan received 10 September 2020
 1038-005D Highway Works Associated With Multi Storey Car Park received 10 September 2020
 1038-007 Estate Car Swept Paths Entering And Leaving Car Park received 10 September 2020

L(--)000 Ground Level Plan received 10 September 2020
 L(--)001 Level 01 Plan received 10 September 2020
 L(--)002 Level 02 Plan received 10 September 2020
 L(--)003 Level 03 Plan received 10 September 2020
 L(--)020 Site Plan received 10 September 2020
 L(--)100 Proposed Church Lane Elevation received 19 June 2020
 L(--)102 East Elevation received 19 June 2020
 L(--)103 Proposed South Elevation received 19 June 2020
 L(--)104 North Context Elevation received 19 June 2020
 L(--)105 Proposed East Context Elevation received 19 June 2020
 L(--)153 North Elevation On Little Paradise received 10 September 2020
 L(--)220_ Proposed Section received 10 September 2020
 L(--)901 Existing Plan - Topographical Survey received 19 June 2020
 DE297-4B-700 REV B Landscape Plan received 19 June 2020
 Revised Design and Access Statement received 10 September 2020
 Revised Air Quality Assessment received 10 September 2020
 Arboricultural Assessment Rev E received 10 September 2020
 Drainage Strategy received 19 June 2020
 Ecology Survey received 19 June 2020
 Archaeological Assessment received 19 June 2020
 Noise Impact Assessment received 19 June 2020

Reason: For the avoidance of doubt.

Advices

I024A) Works on the Public Highway
 I026A) Traffic Regulation Order (TRO)
 I043A) Impact on the highway network during construction
 I053) Excavation Works on the Adopted Highway
 I059) Structure Adjacent To/Within 6m of the Highway

Supporting Documents

2. Little Paradise Public Car Park Little Paradise, BS3 4DY.

1. Ground Level Plan
2. Proposed North Elevation
3. Proposed Church Lane Elevation
4. Street Context Elevation
5. Proposed Landscape Plan
6. 3D Views

LITTLE PARADISE



Detailed design to new level walkway to be conditioned as part of the planning application, as site is unable to be surveyed as a consequence of COVID 19

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revisions + notes:
 Rev - 24.03.20 PLANNING ISSUE

DO NOT SCALE
 Work to annotated dimensions only.
 Read drawing in conjunction with relevant specification,
 Structural Engineers' and Services Engineers' drawings.
 Confirm all dimensions before commencement of any
 work on site or fabrication.

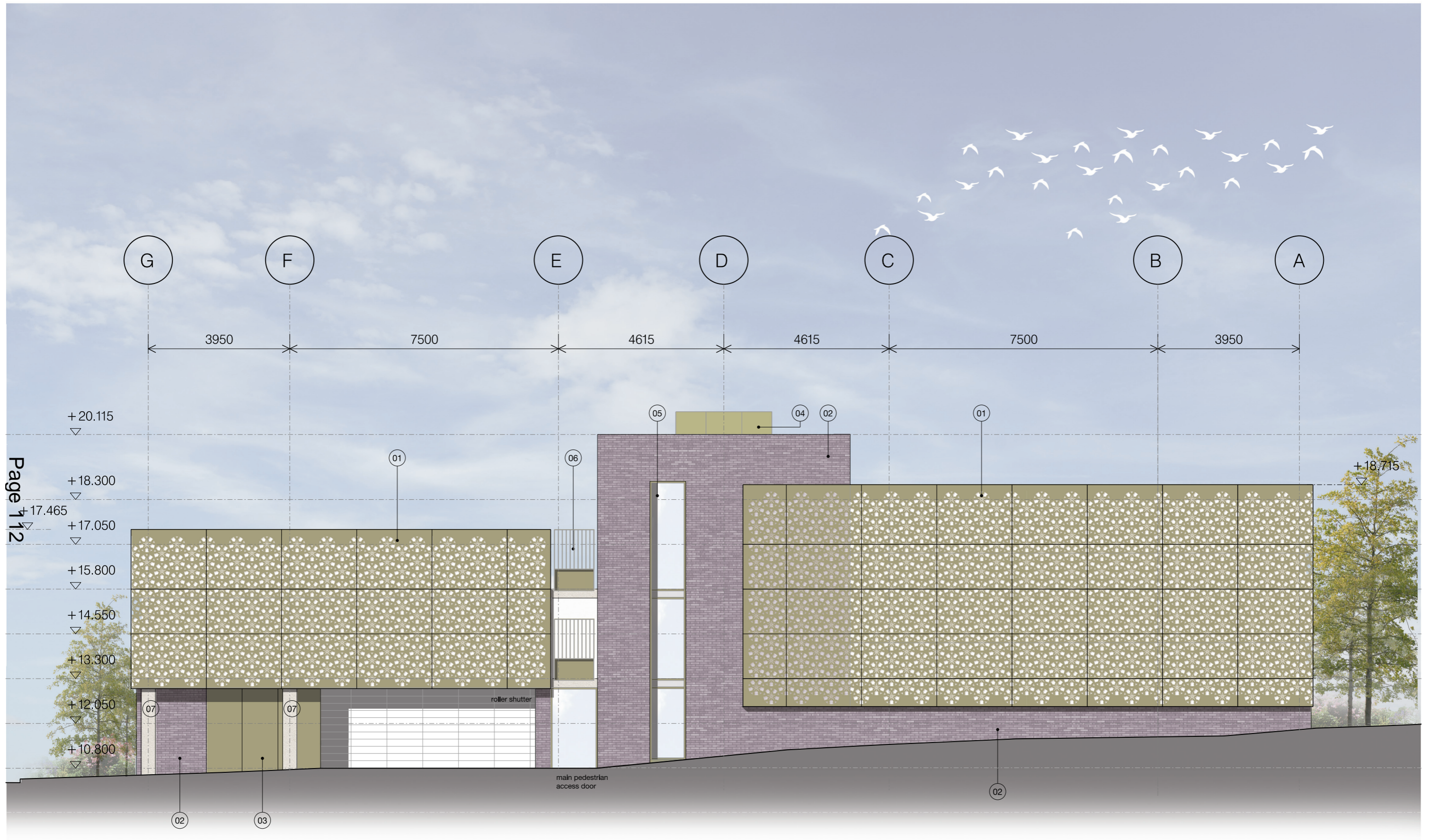
client: Dandara date: MAY 2020

project: Little Paradise - Car Park scale: 1:100 at A1 drawn by: NW

title: Ground Level Plan drawing number: L(-)000

status: PLANNING job number: 0614 revision: -



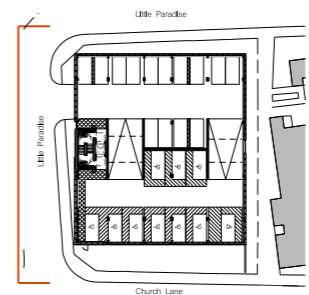


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MATERIAL KEY:		MATERIAL KEY:	
01	metal perforated panel colour: PPC - Drylac by Tiger OEA ref:068/15069 metallic bronze	05	framed glazing with extruded profiled cap: framing colour: to match perforated panels
02	brick colour: grey / blue	06	metal balustrade: colour: to match perforated panels
03	metal panel doors, colour: to match perforated panels	07	acid etched precast column colour: off white
04	solid metal panel colour: PPC - Drylac by Tiger OEA ref:068/15069 metallic bronze		



client: Dandara	date: March 2020
project: Little Paradise - Car Park	scale: 1:50 at A1
title: Little Paradise North Elevation as proposed	drawing number: L(→)101
status: PLANNING	job number: 0614
	drawn by: NW
	revision: -

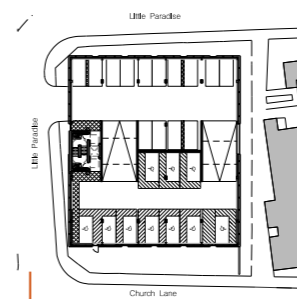


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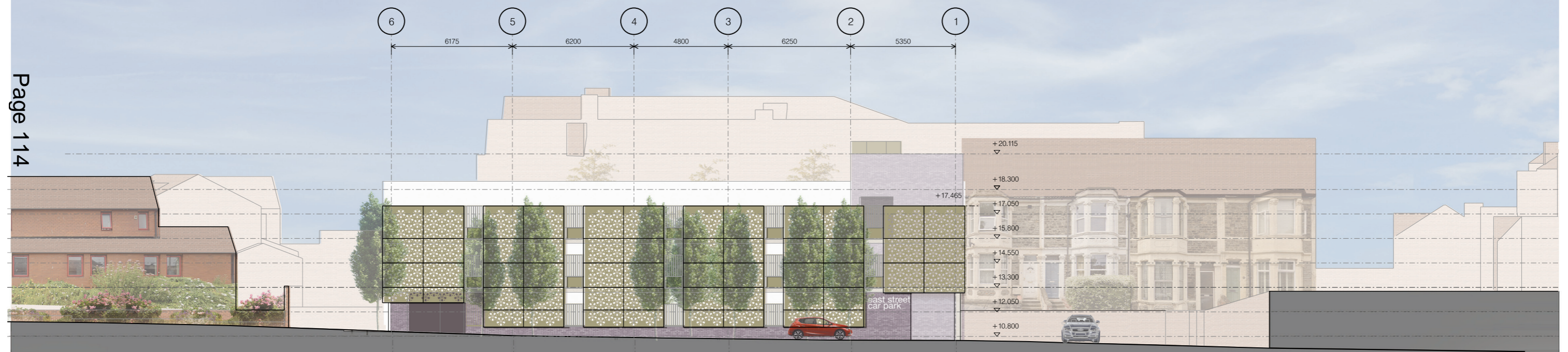
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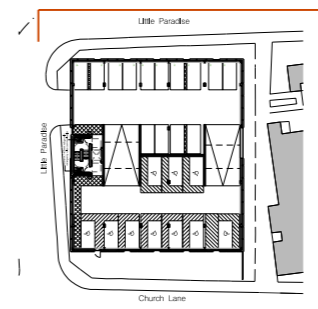
client: Dandara
date: March 2020
project: Little Paradise - Car Park
scale: 1:50 at A1
drawn by: NW
title: Church Lane Elevation as proposed
drawing number: L(→)100
status: PLANNING
job number: 0614
revision: -



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 work on site or fabrication.



client: Dandara
date: March 2020
project: Little Paradise - Car Park
scale: 1:50 at A1
drawn by: NW
title: Little Paradise East Context Elevation as proposed
drawing number: L(-)105
status: PLANNING
job number: 0614
revision: -

LEGEND

Soft Landscape

Existing tree and RPA to be retained (refer to 8501-T Plot 4b - Arboricultural Assessment for full details)

Existing tree to be removed (refer to 8501-T Plot 4b - Arboricultural Assessment for full details)

Carpark visibility-splay

Tree Schedule

(Tree crown/canopy widths shown at likely maturity)

Symbol	Tree Species	Height	Girth (cm)	Clear Stem (CS)	Notes
	Betula pendula	6-8m	18-20	2m CS	Rootball
	Pyrus calleryana	4-5m	18-20	2m CS	Rootball
	Ginkgo biloba 'Fastigiata Blagov'	4-5m	18-20	2m CS	Rootball

Potential area for soil cells / Stockholm tree planting system; to be developed alongside preferred supplier (such as 'Green Blue Urban') and further survey work to discharge landscape related planning conditions. Options to be explored within the public realm include 'Green Blue Urban Arbosystem' and 'Green Blue Urban HydroPlanter Plug and Play Raingardens' to attenuate and cleanse storm water as well as providing amenity and biodiversity benefits.

Shrub Planting

Part Shade - Full Shade Planting

Species	Size	Min height	Density
Hedera helix	3L	-	3p/m ²
Hedera colchica 'Sulphur Heart'	3L	-	3p/m ²
Viburnum davidii	3L	0.4m	1.5p/m ²
Skimmia japonica	3L	0.4m	1.5p/m ²
Skimmia x Confusa 'Kew Green'	3L	0.4m	1.5p/m ²

Part Sun - Full Sun Planting

Species	Size	Min height	Density
Lonicera nitida 'Baggesen's Gold'	3L	0.4m	1.5p/m ²
Rosa rugosa 'Alba'	3L	0.4m	1.5p/m ²
Viburnum davidii	3L	0.4m	1.5p/m ²
Rosa moyesii 'Geranium'	3L	0.4m	1.5p/m ²

Hedera helix	3L	-	3p/m ²
Hebe albicans	3L	0.4m	3p/m ²
Lavendula angustifolia 'Alba'	3L	0.4m	3p/m ²

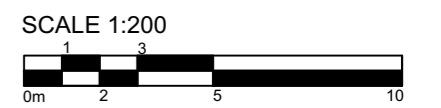
Specimen Shrub

Specimen shrub planting; planted as shown on plan; 10L container, 1-1.5m high.
 Viburnum tinus 'Eve Price'
 Photinia 'Red Robin'
 Dryopteris filix-mas

Hard Landscape

Concrete block paving to public realm and shared surface 01; Marshalls Mistral Textured Granite Aggregate Setts 240x160x80mm / 160x160x80mm setts laid stretcher bond; Colour Silver Grey.

Notes:
 1. All material specification is specified indicatively for planning purposes. Actual materials may vary, but will be similar and require further approval.
 2. Please note that all sub-bases, paving depths, foundations and tarmacadam surfaces are shown indicatively and should be built as per engineers detail and specification.



Rev	Description	Date
E	2 prop trees removed	07 09 20

E Rev
 DE297-4B-700 Drg No
 Dandara Ltd Client
 Little Paradise Plot 4b Project
 Little Paradise Carpark Landscape Plan Title
 1:200 @A2 Scale





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CGI - View from Little Paradise (north) of the new terrace arrangement - approach via East Street



CGI - View from Church Lane / Little Paradise

The Proposal

6.0

Key Views

6.6



CGI - View from Church Lane (from the south)