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**WARD:** Hengrove & Whitchurch Park  
**CONTACT OFFICER:** Jess Leigh  
**SITE ADDRESS:** Hengrove Park Hengrove Way Bristol

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**APPLICATION NO:** 18/03537/PB Outline Planning (Regulation 3)

**DETERMINATION DEADLINE:** 27 February 2019

*Outline application for the demolition of existing buildings on site and regeneration of 49ha of land comprising residential development of up to 1500 dwellings (Class C3); up to 4515sqm of office accommodation (Class B1a); up to 4500sqm of education floor space to enable the expansion of City of Bristol College Skills Academy (Class D1); up to 790sqm community building (Class D1/D2); up to 2440sqm of flexible commercial floor space (Classes A1, A2, A3, A4, A5 and D1). Provision of new park of approximately 19ha, and areas of formal and informal open space. Transport infrastructure comprising connections to Hengrove Way, Bamfield, Hengrove Promenade and The Boulevard, and creation of new footways and cycleways. Access and strategic landscaping to be determined with all other matters reserved. Development to be built in phases.*

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**RECOMMENDATION:** GRANT subject to Planning Agreement

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**AGENT:** CSJ Planning Consultants Ltd  
1 Host Street  
Bristol  
BS1 5BU  
**APPLICANT:** Bristol City Council  
c/o Agent

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

**LOCATION PLAN:**



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## **Contents**

### **1.0 Application site and background**

The application site is predominantly an area of open space but includes a former athletics track, rugby club house, scout hut, the former Whitchurch Sports Centre and Bamfield House.

The site lies to the north east of Hengrove Leisure Centre, South Bristol Hospital and the Bottleyard Studios. It is bounded by the St Giles Estate to the east, Western Drive Industrial Estate to the north with Hengrove Play Park and Hengrove Leisure Park to the northwest.

Also included in the application site are three 'bookends' located adjacent to the multi storey car parks to the south of the leisure centre and hospital plus an area of land to the north of the Skills Academy.

The site is approximately 49 hectares in area.

From 1930 the land as a whole was used as the Whitchurch Airport with air travel related development. Recreational facilities opened in the south east of the site in 1936. It ceased to be used as an airport in 1957 when Bristol International Airport opened.

The open space is dominated by a flat area of grass, across which runs the former runway, it includes two rugby pitches to the north of the runway. Along the eastern edge of the space is a mounded area containing a number of mature trees, to the north is a triangular area of woodland abutting the industrial estate and to the south a linear area of woodland backs onto the Bottleyard Studios.

The former athletics track is currently operated by the Family Cycle Centre as a family cycle training facility and the former Whitchurch Sports Centre is occupied by Action Indoor Sports, a facility hosting a range of indoor sports. Bamfield House, a former warehouse, is let to a coach owner and auto company. The rugby club house is in use by St Bernadette's Rugby Football Club who use the pitches on site, they also have an area that they use for training to the north of the Bottleyard.

The central part of the site is used for car boot sales at weekends.

In March 2000 the City Council in conjunction with the South West Regional Development Agency commissioned an Urban Framework Plan for the South Bristol major sites of Hengrove Park, Hartcliffe Campus and Imperial Park.

In 2005 outline planning consent was granted for a mixed use development on a larger area to include the application site. The description of development was;

'Redevelopment of informal open space to provide a mixed-use scheme, comprising a new public park and managed habitat area (48 hectares), health facility (C2), pool & dry sports facility (D2) residential (C3, up to 690 dwellings), offices and light industry (B1 30,000 sqm), storage and distribution (B8, 10,000 sqm), retail (A1, 1,000 sqm), food & drink (A3 and A5 1,000 sqm). The proposal also includes means of access from Hengrove Way, Whitchurch Lane & Bamfield and other associated infrastructure and landscaping works'

This was not implemented and was superseded by separate planning applications for Hengrove Leisure Centre, South Bristol Community Hospital, South Bristol Skills Academy and road infrastructure.

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Planning permission was granted in October 2017 for an area of land in the south west of that application site, (often known as Hengrove Phase One), for 261 dwellings,(ref.17/03943/F),and work has now commenced on site.

Hartcliffe Campus was granted outline consent for up to 350 dwellings, ref. 18/02055/P in September 2018 subject to a planning agreement.

Imperial Park has been developed as a retail park but also includes a housing development, which is currently on site.

## **2.0 Relevant Planning Policy**

### **2.1 The Development Plan**

Section 38 (6) of the Planning and Compulsory Purchase Act requires Local Planning Authorities to make decisions on planning applications in accordance with the Development Plan unless material considerations indicate otherwise. National level policy contained in the National Planning Policy Framework (NPPF) is also of significance.

#### **1) Core Strategy**

Policy BCS1 of the adopted Bristol Core Strategy states that;

‘South Bristol will be a priority focus for development and comprehensive regeneration. Development will be for a mix of uses to include:

Around 60,000m<sup>2</sup> of net additional office floorspace focused on centres and the major regeneration areas;

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

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

Development will occur across South Bristol with major regeneration particularly focused on the area at Knowle West and Hengrove Park. Regeneration in this area will require redevelopment of poor quality urban form in some locations to support the creation of higher quality environments.’

#### **2) Site Allocation ref. BSA1401- Site Allocation and Development Local Plan- See Appendix A**

The application site is the majority of this allocation, which is for a mix of ‘Housing, Offices and open space in the form of a large high quality park’

Development considerations are as follows;

Development should:

Take a coordinated approach to the delivery of this allocation and be guided by community involvement;

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Secure a large park, sufficient in size to accommodate areas of formal open space, sports pitches and the option of a large events space;

Provide 0.175 hectares of allotments (the equivalent of 7 allotment plots) on the site;

Provide improved pedestrian links to the area of open space to the west of the site known locally as 'the Mounds' by connecting with established footpaths and provided new links;

Include small scale retail facilities;

Integrate with the new community hospital, South Bristol Skills Academy and Leisure Centre development as part of Hengrove Park Phase 1 as well as the existing Leisure Park and Play/Wheels Park area;

Ensure that any scheme provides for the necessary improvements to the surrounding highway/transport network;

Be informed by an ecological survey of the site and, where appropriate, make provision for mitigation measures;

Be informed by a site specific flood risk assessment as the area of the site is greater than 1 hectare. This is a requirement of the Governments National Planning Policy Framework. The flood risk assessment should also consider impacts on the wider Brislington and Malago catchments to ensure that proposed and existing properties are not subject to flood risk;

Incorporate appropriate Sustainable Drainage Systems to minimise surface water run-off and risk of flooding;

Explore opportunities to open-up culverted sections of Brislington Brook;

Be informed by a Health Impact Assessment. This should include how the proposals have been discussed with local primary health care providers regarding impacts on primary care services.

The estimated number of homes for the site is 1,000.

A number of other policies within the Bristol Core Strategy and Site Allocation and Development Management Local Plan are relevant to the consideration of the proposal;

**Core Strategy**

BCS5 - Housing Provision  
BCS7- Centres and Retailing  
BCS8- Delivering a Thriving Economy  
BCS9- Green Infrastructure  
BCS11- Infrastructure and Developer Contributions  
BCS12- Community Facilities  
BCS13- Climate Change  
BCS14- Sustainable Energy

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BCS15- Sustainable Design and Construction  
BCS16- Flood Risk and Water Management  
BCS17- Affordable Housing Provision  
BCS18- Housing Types  
BCS20- Effective and Efficient Use of Land  
BCS21- Quality Urban Design

Site Allocation and Development Management Policies

DM1- Presumption in Favour of Sustainable Development  
DM4- Wheelchair Accessible Housing  
DM5- Protection of Community Facilities  
DM7- Town Centre Uses  
DM10- Food and Drink Uses  
DM11- Markets  
DM14- Health Impact of Development  
DM15- Green Infrastructure Provision  
DM16- Open Space for Recreation  
DM17- Development Involving Existing Green Infrastructure  
DM19- Development and Nature Conservation  
DM23- Transport Policies  
DM26- Local Character and Distinctiveness  
DM27- Layout and Form  
DM28- Public Realm  
DM29- Design of New Buildings  
DM31- Heritage Assets  
DM32- Recycling and Refuse Provision in New Development  
DM33- Pollution Control, Air Quality and Water Quality  
DM34- Contaminated Land  
DM35- Noise Mitigation

2.2 Hengrove and Whitchurch Neighbourhood Plan, (HWNP)

The site falls within an area that was designated a Neighbourhood Planning Area in 2017. The Neighbourhood Plan was subject to a referendum on 14th February 2019 and with over 50% of voters in favour of the plan it is now part of the adopted development plan.

The plan includes 'Masterplan Moves' which are features that should be taken into account when designing for the site and includes an illustrative masterplan that resulted from that guidance and was produced for the Neighbourhood Planning Forum for the application site, (plus an area within the Leisure Park to the north).

The plan advises that development should take account of these moves, where feasible and viable.

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The text refers to 1,400 dwellings within the site being considered, a residential density of about 78dph, the retention of the runway space, the creation of a new hub close to the existing buildings with a height up of no more than five storeys and within the central hub.

The Moves are included as Appendix B

Objectives for the new park are as follows:

Increase the protection of valued open space and raise more open space to a 'Good' standard.

Develop the existing Hengrove Park site with quality new homes that interact well with the new Park and existing residential areas.

Create a high quality more formal Hengrove Park in line with the Bristol Local Plan.

Increase and improve the range of community facilities in the neighbourhood area to accommodate new and existing residents.

Get more people participating in outdoor sports and activities, including active travel and make connections with new and existing routes in the wider South Bristol area.

Develop a new hub in the Park development and tie in existing commercial and leisure provision to create an urban form that connects around and across the Park.

Provide a range of affordable housing types interspersed throughout the site.

Work with existing businesses and community groups to strengthen the community and creative potential within it.

Ensure the new Hengrove Park links to existing wildlife corridors in all directions to strengthen the ecological value of the area and provide clear recreational links between the new park and neighbouring areas.

Provide formal sports pitches and changing facilities to encourage a more active population to set up and support local sports clubs.

The plan includes a number of policies that are specifically relevant to the development of the site;

HWP1, which sets out aspirations for the park on the site as follows;

'Development Proposals for the Hengrove Park Site should include a large high quality park of 'destination' quality, as development guidance in the Local Plan indicates (appendix 4). The remodelled Hengrove Park should ideally include the following facilities and design and layout features:

Sports pitches for public use;

Indoor changing facilities with showers and toilets as a minimum to replace existing facilities;

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A new scout hut with secure area around to replace the existing facility;

Historic references to, and information on, the former airport and it's history;

The runway space retained but imaginatively recreated with physical reference to the historic hard surface surrounded by a grass sward setting retained at least in part;

An expanded Children's Play Area with facilities for a wide range of ages, linking well into the rest of the Park;

Extensive well-surfaced cycle and walking facilities for travel and recreational purposes, fully accessible and linking safely and directly to active travel facilities beyond the Park;

Formal Park attractions and planting as agreed;

Tree-planting to improve areas of open woodland and replace loss of trees on site;

Potential for an events space;

Outdoor gym facilities;

Better green links between the Mounds and remodelled Hengrove Park'.

Policy HWP8: Residential development at Hengrove Park states that;

'Development on the Hengrove Park site should follow the five Masterplan Moves of the Hengrove Park Masterplan where this is feasible and viable in order that a high quality large park is created out of the existing Hengrove Park and ensure that the new residential development interacts well with the new park and greatly increases the level of informal surveillance of the Park.

Residential development should be of a density of 70 dph where this is feasible and viable so that the Park footprint can be maximised with approximately 1,400 dwellings to be provided on the site, of varying type, size and tenure. The Park footprint should where possible be broadly as shown on the Masterplan, reproduced as Figure 5 in this Plan and available via the Appendix 1 link.

Good Design will be required throughout the development, with legibility created through the use of design features, height and massing of buildings as well as public art. Maximum interaction with the Park and new residents is to be encouraged with soft boundaries and the use of green fingers into new residential development.

In line with Local Plan policy a minimum of 30% Affordable housing is to be provided on site, to include some shared ownership scheme dwellings, and to be interspersed throughout the site'

HWP10 supports the development of a Community Hub and Local Centre on the site to include small shop units and a new community centre, to include a range of facilities.

Other policies of particular relevance include;

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HWP2- Linking Hengrove Park to wider Wildlife and Recreational Corridors

HWP3- Public Art, Creative Industry and Heritage Promotion- this refers to the safeguarding of the Bottleyard Studios during construction and support for public art projects,

HWP7 – Allotments- this requires 100m2 new allotments per 25 new dwellings,

HWP9 – Provision of Housing for the Elderly which requires 3% wheelchair accessible housing on developments of more than 40 dwellings

HWP11- Extending GP Surgery Provision- this supports the extension of GP provision at Whitchurch Health Centre.

HWP12- Promoting Sustainable and Active Travel- this supports charging points for electric vehicles and cycle parking

### 2.3 Urban Living Supplementary Planning Document

This was adopted in November 2018 and supports high density, good quality residential development, it specifically refers to Hengrove Park as a location where there is potential for a dense scheme.

### 2.4 The Bristol Local List February 2019

Whitchurch Airport runway is now included.

### 2.5 West of England Joint Spatial Plan (JSP)

This has been consulted, is currently subject to examination with hearings anticipated in May 2019.

The JSP recommends an increase in the housing from the 30,600 new homes for Bristol envisaged in the Bristol Core Strategy between 2006 and 2016 to a target of 33,500 between 2016 and 2036.

### 2.6 Revisions to the Bristol Local Plan

Key new policies and changes to existing policies in the adopted local plan were consulted upon in Spring 2018. This included a policy that recommended existing site allocations be reviewed with a view to increasing proposed number of dwellings. This policy did not attract significant objection.

Paragraph 48 of the NPPF states that from the day of publication, decision-takers may also give weight to relevant policies in emerging plans according to the stage of preparation of the emerging plan, the extent to which there are unresolved objections to relevant policies and the degree of consistency of the relevant policies in the emerging plan to the NPPF.

Therefore it is concluded that significant weight can be given to the JSP less so the draft revised Local Plan.

## 3.0 The Application proposal- See Appendix C

The proposal is in outline form and seeks consent for the following;

- i) The amount of, and general distribution of, uses and dwelling types across the site,
- ii) The maximum heights of buildings,
- iii) Street structure and street types.
- iv) Character areas
- v) Design Codes

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These are based on the detailed illustrative masterplan, which accompanies the application.

The character areas link into the Design Codes, which include some mandatory design guidance, primarily relating to highway layouts, but also advisory guidance on building design.

The mix of uses proposed is as follows;

- a) Park and ancillary areas of open space- the park is 19 hectares in area with ancillary spaces being the Runway Park, The Avenue and The Village Green
- b) Residential – a maximum of 1,500 dwellings- an indicative breakdown shows this to be approximately 60% apartments, 30% will be affordable broken down into 23% Intermediate and 77% social rent.
- c) Office- up to 4,515m<sup>2</sup> floor space.
- d) Community space- up to 790m<sup>2</sup>
- e) Educational- up to 4,500m<sup>2</sup> floor space to enable the expansion of the Skills Academy
- f) Flexible commercial floor space to be up to 2,440m<sup>2</sup> floor space to be either A1, A2, A3, A4, A5 or D1.
- g) Ancillary - Energy Centre, pumping station and substation

The submitted drawings show the proposed residential element sited to the west and south of the site with the main park towards the east of the site. The non- residential element is primarily focused south of the leisure centre and hospital on the bookends and land to the north of the skills academy. A power plant, pumping station and community building are included.

A new primary road is proposed as an extension off The Boulevard to the south and running north to connect with Airport Road, nominally 'The Avenue'. This will contain a bus gate at mid point and will be designed so it can accommodate Metro Bus should a decision be made to redirect it along this route. A secondary key route is proposed off Bamfield. Both roads are to be accompanied by dedicated cycle paths.

Secondary roads connect the parcels of development to this road and also to Bamfield.

The main park is shown as containing a range of features to include a new MUGA, two sports pitches, a Belvedere Tower,(which is indicated as being in the form of a high earth mound with paths around) , community orchard, allotments and a network of paths with informal play and a fitness trail.

In addition to the main park, other focal landscaped areas are proposed to include Runway Park, a linear green space alongside The Avenue and a village green, which is centred on the middle of the former athletics track.

The Design Codes include principles for the design of the landscape character for all the proposed open spaces but does not explicitly include mandatory elements.

A tree removal and tree principles planting plan is included, an Affordable Housing Statement, Arboricultural Impact Assessment, BREEAM communities statement, Cultural Public Art Strategy, Economic Statement, Health Impact Assessment and Retail Impact Assessment.

#### **4.0 Environmental Impact Assessment**

Because of the proposed development is an urban development including more than 150 dwellings and the area exceeds 5 hectares, it falls within Schedule 2 of the Appendix to the 2017 Environmental Impact Assessment Regulations, where an Environmental Statement may be required. Taking

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account the overall size of the development and the mix of uses it was concluded at the pre-application stage that the potential impact is such that a statement should be provided and a scoping opinion on the contents of the statement was issued subsequently issued in February 2018.

As set out in the regulations, the Environmental Statement submitted includes an assessment of the following; Air Quality, Noise and Vibration, Ecology, Flood Risk, Water and Drainage, Ground Conditions, Landscape and Visual, Transport and Access, Cultural Heritage, Socio Economics, (to include Health and Education) and Climate Change.

The respective chapters look at the existing situation, model the impact of the proposed development, during construction and when complete, and where relevant, consider the cumulative impact with other developments in the vicinity of the site. The latter includes the consented scheme at Hartcliffe Campus, the works underway at Filwood Park and Imperial Park and also the permitted residential use at Park View and potential development within its curtilage.

Where appropriate, mitigation measures are recommended.

The statement is based on the number of proposed dwellings and non-residential uses listed in the application.

In accordance with the EIA regulations the Secretary of State has been notified of the application and documentation made available locally for inspection, in this case at Whitchurch Library.

## **5.0 Equalities Act 2010**

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

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

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

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

The proposal will be required to include wheelchair accessible units and provide fully accessible paths through the development, to include the main park, to the benefit of the disabled.

A mix of housing size and tenure will be provided that could accommodate a number of different household sizes and family types.

The cycle path and footpaths will provide links within the site and to surrounding existing development and accordingly between incoming and existing population.

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The impact on air quality in the vicinity of the site during construction and the operational phase will potentially have an impact on the hospital and greater affect on older, more vulnerable residents in the area, of which there are more than the city average in the ward.

Measures will be in place to minimise this.

Overall it is not considered that there will be any adverse impact on equalities and an opportunity to advance equality of opportunity through the development.

## **6.0 Community Involvement Process**

An extensive period of consultation was undertaken prior to the submission of the application, which complied fully with the guidelines the council's adopted Statement of Community Involvement.

The engagement strategy for this work included the establishment of a Community Focus Group to guide the process of consultation and link to the wider community. Membership of the group included ward members, Hartcliffe and Withywood Community Partnership, operators of businesses at Hengrove plus Bristol Civic Society.

Four potential options for the development of the site were put forward for consideration- set out in full in the Design and Access Statement.

These included a range of layouts for, and amounts of, the proposed housing and siting of the new north/south road link. One showed the housing adjacent to St Giles Estate with the main park in the centre of the site while the others kept this area undeveloped with differing layouts of housing particularly in the area to the north of the Bottleyard.

At this time, the Neighbourhood Planning Forum (NPF) for the Hengrove and Whitchurch Park area was actively promoting possible uses and ideas for Hengrove Park and were consequently invited to participate in the focus group. As an NPF they introduced their own master plan for the development of the park for consideration – Option 5 though this was outside of the scope of the formal consultation.

It is this masterplan that is referred to in the adopted Neighbourhood Plan.

There were a range of public engagement and consultation activities conducted in two key phases with one in November 2017 and a second running from December 2017 to early January 2018. The latter was to show how the project team had responded to the previous consultation.

Both exercises looked both at the Hengrove Park proposals but also the Hartcliffe Campus development. Subsequently work on the individual proposals were progressed and with meetings in February and March 2018 focusing on Hengrove Park alone.

These events were advertised through the distribution of 15,000 post cards to addresses in the area plus stalls were erected in nearby supermarkets.

A project website was created which disseminated information on events and feedback.

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Key areas of concern that came through early events included the loss of the park, quantum of development, impact on local services, flooding and traffic plus the issue of employment use. Suggestions with regard to the development of the park included the need for safe walking routes, open areas for sport, a children's play area, retention of the airfield and issues about the future of the car boot.

Of the options that were included in the formal consultation, Option 4, which retained the largest park area, received most support. An amended version of this option formed the basis for the second phase of consultation.

A number of detailed comments on the proposals for the park were made though matters such as lack of employment provided and impact on local services were again raised.

Full details of the numerous responses received during this process are included in the Statement of Community Involvement.

#### Bristol Urban Design Forum

The forum considered the proposals on the 27th November 2017. In their response they broadly supported the overall planning and design approach but made a number of suggestions regarding the detailed design, management and the possibility of a social programme linked with phasing. It was considered again on 27th February 2018 when they supported the approaches to strengthen the northern end of the proposed Avenue but were not convinced that the opportunity to create a real south Bristol central focus had been grasped. Again a number of suggestions were made.

#### **Outcome**

The masterplan was amended in response to the comments received from the second phase of consultation to become the version that is the subject of the current application including the provision of the runway park, a network of walking/cycling routes and an open sports pitches within the main park area.

### **7.0 Response to publicity and consultation on the planning application**

Five hundred and eighty seven letters of consultation were issued with a closing date for comment of the 31st July 2018. The application was advertised on site and in the press with a closing date for comment of the 8th August 2018.

In recognition of the large nature and complexity of the proposal and of the holiday period, when the dates were queried by some interested parties it was advised that consultations received after this period would be acknowledged and taken into account.

Following submission of the Design Codes all contributors to date were notified that these were available to view and for comment.

#### The Whitchurch and Hengrove Neighbourhood Forum

The forum responded initially to the effect that they considered the application to be a departure from the development plan primarily because the size of the park and lack of detail of the park meant it failed to demonstrate that a high quality park was to be achieved as set out in the site allocation.

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A response was provided to this by officers to the effect that at 19 hectares it is considered that this is a large park, consistent with the description of the intended open space set out in the 'development considerations' in BSA1401.

With regard to the issue of detail, it must be acknowledged that the current application only seeks permission for the 'strategic open space', notwithstanding more consideration of the illustrative layout and contents of the proposed park is considered further under the relevant key issue.

It is recognised that the proposed number of dwellings exceeds the estimated number of homes referred to in BSA1401. However, the allocation itself does not specify an amount of new homes and it does not set out a cap.

It is therefore concluded that the proposals are consistent in principle with the development plan and do not represent a departure from it.

The Forum subsequently submitted a formal comment on the application, comments can be summarised as follows;

The site allocation refers to a high quality park and it is made clear that it should be sufficient in size to accommodate areas of formal open space, sports pitches and the option of a large event space.

The Parks and Green Space Strategy identified a lack of formal open space and destination parks in South Bristol. Hengrove provides this opportunity. The figure of just over 2 ha of formal space does not address the shortfall.

There is no overall plan showing clearly how the remodelled park will be laid out or landscaped. Proposals for the remodelled runway are not presented in a form that can be responded to properly. At present proposals show buildings coming hard to the boundary.

The Open Space Assessment has not properly considered the lack of a high quality park. The Quality of Life surveys show a low amount of satisfaction in Hengrove, open space is dominated by informal open space and area is generally under provided with play equipment.

Allotments are not a suitable part of the park that is open to everyone. The woodland belts that are retained are assessed as category C and the village green takes space away from the park and will be semi-private.

#### Public comments

In addition to the above comments, 78 responses have been received which can be summarised as follows;

1. Housing- the amount of housing is too great, there is a need for one and two bed bungalows accessible to the disabled, there should be more 3 bed units with gardens for families and some of this should be affordable, there is concern that housing over 4 storeys is being proposed, the number is excessive being 1,750 in total and not the 1,000 in the local plan, the area is already overcrowded having a negative impact on quality of live, what measures would be in place to prevent the affordable housing being available for rent
2. Impact on neighbours- high buildings will impact on neighbours
3. Park- a large amount of park is being lost, which is needed as green space and for exercise, if the previous allocation of 1,000 houses was retained more park would be left, the proposed

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allotments, football pitches and village green is not something for the whole community. There is insufficient detail of the park, it is not a high quality park as promised, will not deliver a high quality destination park, there is no option of a large events arena and large areas are to be used for SUDS drainage areas – more detailed information on this is needed, these proposals will devastate the landscape

There looks to be minimal provision for outdoor sport, less green space will lead to increased obesity

4. Trees- mature trees will be felled but the new trees planted will take a long time to reach maturity
5. Ecology- a full environmental study should be provided, the bat activity and reptile surveys are still outstanding these must be included in an assessment of the impact of the proposal

Officer Response- These were provided

6. Local History- the historical site is rare in this area, local history should be protected and celebrated
7. Traffic- it is disagreed with the statement that there is capacity in the road network to accommodate the yet unspecified amount of traffic, the bus gate is retained which will mean that the bulk of the housing will be accessed by Bamfield and Whitchurch Lane, which will load the pollution and traffic on the residents of these roads, Bamfield is already over used, it is in poor condition, the South Link Road is un-useable at peak times and the metro link will make little difference, there will be a cumulative impact with other development, access to the city centre and from the south to the motorways needs improving

The design of the access within the site is not the most safe option, it does not provide safe and suitable access for all users, a through route with no bus gate should be provided, there are queries about the capacity assessment submitted and conclude that the impact on existing highways will be severe and should be refused accordingly. Car parking should be based on an Optimum approach not a Maximum approach, there is insufficient parking

8. Design- the outline height of the buildings are too high and will be out of context
9. Pedestrian/cycling access- there does not appear to be any proposals to improve pedestrian and cycling links outside of the site
10. Air Quality- the additional traffic will reduce air quality
11. Education and Health Care Facilities- there are no plans to improve doctors and schools are nearly full, the proposed development should include allocation of additional space for primary health care unless provided off site, the infrastructure should be provided, all other developments in the area will have an impact, there is no strategy for education or health.
12. Scout Hut- no provision has been made for the relocation of the Scout Group Headquarters- this should be included in a legal agreement
13. Non residential uses- it is hard to believe there is a need for more offices and shops, Hawkfield Business Park has never been fully let, the demise of Park View and the expansion of the college is unlikely when the existing building is undersubscribed- this planned development and destruction of open space is not viable.

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14. Drainage- the park is very swampy in the winter, there have been problems with surface water experienced by houses next to the park, the develop will mean more run off and flooding

15. Impact on nearby business-need to understand all proposed new power and cabling during construction and completion, this could affect business, are there any proposals to use Western Drive or the commercial site at the end of Western Drive during construction? There would be concerns about safety and crime.

**Bristol Civic Society**

The society commented on their involvement in the development of the scheme and support the high density approach to the scheme which will make best use of the land and help support local services. They comment that the Design Codes will hopefully ensure a high quality of design. With regard to the public realm element, they welcome the clear reference to the former runway and that the village green is attractive. Attention should be given to the detailed design to encourage a community feeling. It is suggested that the built area could have a less definite boundary with the park by incorporating narrow extensions of park into the eastern boundary. The north south transport route is supported.

Following consideration of the Design Codes they commented that much attention should be given to the detailed design of the public realm reiterating many comments, it is suggested that the low rise is either terraces or linked buildings, taller buildings should create interesting roof scapes. Reference is made to the SPD on Urban Living and the opportunity to put that guidance into practice.

**South Bristol Business**

This group of South Bristol businesses, has commented as follows;

Support for housing and extension of the Skills Academy. Concern that the development lacks any real business creation, business expansion/employment dimension. Homes and jobs are of equal importance in planning large developments. The Economic Statement does not reflect ongoing demand for business premises in south Bristol. It is hoped that the results of the Citywide Employment Land Study will be available before a decision is made on the application. Land should be allocated for employment floor space.

**Bristol Walking Alliance**

The alliance commented that the design codes show how the road layout will be dominated by the provision of car parking, that a greater emphasis should be placed on sustainable transport, local facilities should be within 10 minutes walking time of residents , capacity for more space for home delivery drop offs and shared taxi and minibus services. Walking routes should be fully segregated, raised tables at junctions – Comments made by Transport Development Management and Crime Prevention Officer are supported

**Bristol Cycling Campaign**

The campaign commented that aspects of the scheme are supported, they comment on the need to segregate footway and cycle tracks through levels and kerbs, which are more effective than a change in levels, the need to have continuous cycle tracks at junctions , the need for cycle storage close to entrances and recommend that there are upgrades to existing shared use paths.

**8.0 Key Issues**

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8.1 Is the principle of development acceptable in policy terms?

i) Proposed Uses

The site is the large part of a site allocated in the local plan for a mixed development of 'Housing, Offices and open space in the form of a large high quality park', development considerations listed refer to the provision of allotments, small scale retail with an estimated number of 1,000 homes.

a) Housing

The number of dwellings has been referred by the majority of objectors who are concerned that this will result in too small a park, have an unacceptable impact on traffic using the surrounding road network, on the availability of doctors and on educational provision.

Para 118 of the NPPF states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses and para 122 refers to the efficient use of land and that plans should contain policies to optimise the use of land in their area and meet as much of the identified need for housing as possible.

The principle of residential development is clearly established in the adopted site allocation document and the approximate number of 1,000 dwellings is not a cap.

The site allocation includes Hengrove Phase 1, which has planning permission for 261 dwellings hence the overall number of dwellings on the allocated site in total is now 1,761, which represents a 76% increase.

This increase is a reflection of the urgent need for housing within Bristol.

HWP8 refers to approximately 1400 dwellings on the application site, (plus some land adjacent to the north), which is just over 6% less than the proposal.

Supplementary Planning Guidance on Urban Living, adopted in November 2018, focuses on making successful places at higher densities. The document refers to the lack of strong town scape character and contextual constraints at Hengrove which allows significant potential for intensification.

The draft Joint Spatial Plan, currently under examination, proposes an increase target for housing for Bristol from the current figure of 30,600 to 33,500.

The emerging revised Bristol Local Plan includes a proposal which amongst other things refers to 'Making the best use of existing local plan site allocations by adding a new policy which seeks a higher number of new homes on each existing allocated site.' The text underlines the fact that the existing estimates for housing on allocated sites is not a cap and recommends that the estimated number should be increased by an even greater amount where a site is capable of better meeting the need for new homes and specifically refers to Hengrove Park.

This was amongst the recommended changes consulted upon in Spring 2018 and received overall support.

In accordance with paragraph 48 of the NPPF, the JSP and revised draft Bristol Local Plan, to a lesser extent, can be afforded some weight in the decision making process.

It is of note that the Corporate Strategy has adopted a target of building 2,000 houses per year of which 800 to be affordable in recognition of the need for housing within the city.

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The increase in the number of dwellings proposed on the site is fully in accordance with existing and emerging planning policy and the divergence with the approximate number of 1,400 referred to in the Neighbourhood Plan is not considered to be of a magnitude to justify objection.

Policy BCS20 of the Adopted Bristol Core Strategy stipulates a minimum density of 50 dwellings per hectare,(dph), and the draft revisions to the local plan increase this to 60 dph.

Based on the projected number and size of units indicated on the parameter plan showing the mix of development type, the estimated dwellings per hectare is 59. This complies with BCS18 which sets a minimum of 50 though is less than the aspiration of HWP8 which refers to 70 dph where feasible or viable.

The detailed layout work undertaken on the Design Codes included with the submission has provided a good basis for this calculation with the density being a product of a number of factors but in particular the need for parking provision and the inclusion of green spaces. This is therefore demonstrated as feasible and significant weight is given to this estimate.

An indicative breakdown of the mix of dwelling size and type is included, which in turn links back to the parameter plan, this is 36% houses, to include some four bed, and the remainder a mix of one and two bed apartments. The design and access statement refers to this having been derived from a balance of providing a good and viable mix based on need and market intelligence.

The text to the Neighbourhood Plan refers to an aspiration for a 50/50 split between apartments and houses but acknowledges that it is not possible to be precise.

In accordance with BCS17, 30% of the dwellings will be affordable in a mix of 23% intermediate tenure, (eg. shared ownership) and 77% social rent.

HWP8 supports this percentage of affordable housing provision.

The Housing Enabling Team have specified the mix of dwellings they will be seeking as affordable which breaks down as approximately two thirds houses as intermediate but an approximately 50/50 split for apartments and houses for social rent.

As the total proportion of affordable housing across the site will be at least 30%, which will allow some phases to include more than 30% to balance out phases which provide between 15% and 30%. To ensure that there is a mix of tenure across the site no phase shall deliver less than 15%.

The developers of the site are at present unknown and may include the council itself, any land sale will be conditional on providing affordable housing. Given this situation, a legal agreement may not be feasible and the unusual measure of securing the affordable housing by condition is recommended.

The absence of a legal agreement also has the benefit of enabling the council to bring forward infrastructure works ahead of any building but it must be recognised that a condition cannot address financial matters that would normally be included in a legal agreement and can only be acceptable when there are strong control possible through landownership.

This provision will be monitored closely on a phase by phase basis and a running total be included with each reserved matters application.

This approach was taken at the Harbourside development.

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HWP9 requires 3% of dwellings to be wheelchair accessible. This is a reflection of the older than average population profile in the ward and there is no objection to complying with this by condition.

In conclusion, the housing offer complies with existing and emerging planning policy.

**b) Offices**

The potential of the site to contribute to the target of providing 60,000m<sup>2</sup> new office floor space in south Bristol is referred to in the site allocation but does not state the quantum required or the location. The explanatory text refers to the provision of new employment opportunities. The reference to the amount of office floor space in the application will depend on the achievement of a six storey building in the location highlighted on the parameter plan, which is one of the bookend sites. The suitability of a building of this height will be assessed at Reserved Matters stage.

If achievable, in principle the development complies with the reference in the site allocation to the site having potential to contribute to the core strategy target of 60,000m<sup>2</sup> office floor space in South Bristol.

Notwithstanding, comments received during the consultation exercise raised concerns about the lack of employment floor space being provided within the development and the lack of support for the south Bristol economy. This is also an issue that has been raised by Economic Development who comment on the demand for good quality office/workspace in the area as illustrated by the speed at which the Filwood Green Business Park was let. This demand is for flexible floor area, not all office, of differing sizes to include small units. They anticipate that the profile of the area and its attractiveness to business will increase with the development planned and the metro bus connection.

The Economic Statement submitted with the application includes a letter from a firm of Property Agents, which states that it is not considered that Hengrove Park is an employment location of significant scale and, as such, any planning application on the site should be primarily for residential development. It opines that there is very limited demand for office space in this location and that the main demand for offices is in business parks and the city centre and that there is no evidence of recent successful office developments contained within a new build residential scheme. The lack of interest in Parkview is referred to. They support the inclusion of up to 4,515m<sup>2</sup> of office floor space on the basis that this is a similar size to Filwood Green Business Park – (5,601m<sup>2</sup>). However they refer to the unlikely hood of a residential developer building an office building speculatively and that rents are low and incentives would be required to attract tenants and overall it would be unviable.

These comments are apparently based on the market situation for large office floor areas and do not necessarily reflect the type of demand referred to by Economic Development.

Economic Development have made some preliminary enquiries with developers who would provide the type of employment floor space there is a demand for and advise that there is interest

In order to secure a situation with maximum flexibility that could attract the type of businesses looking for accommodation in the area, it is proposed that a condition be imposed restricting the use to B1a,b and c, hence more than simply offices, and providing flexible floor space down to a minimum of 50m<sup>2</sup> so allowing more than just offices but in so doing removing the permitted development right to change to residential. A condition is also recommended that will require the provision of this element before completion of the 1,000th dwelling on the site.

Additional support for the local economy will be achieved through a local employment strategy, which will be required by condition to include the provision of apprenticeships.

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c) Education

The area of land allocated for education is adjacent to the existing Skills Academy and lies outside of the allocated site and therefore that education is not referred to in the allocation is not specifically relevant.

It is intended to provide an extension to the academy on this land.

In planning policy terms, education is considered to be a community use and BSC12 states that community facilities should be in locations where amongst other things, there is a choice of travel options and it is accessible to all. The existing facility is very well served by public transport and within walking distance to a large catchment area. It is therefore considered that this element complies with policy.

d) Community

The provision of community facilities is not included in the site allocation but is specifically referred to in HWP10.

This type of use is considered to be a mix of D1 and D2 as it has potential to accommodate a broad range of uses from adult education to exercise, dance and functions. It is therefore a sui generis use in planning terms.

In addition to the support through the Neighbourhood Plan, the provision of this space is of relevance as community use space is to be lost as part of the development in the form of the scout hut and DM5 refers, amongst other things, to the provision of replacement community facilities when existing are to be lost. A condition is recommended that requires this building to be provided ahead of the demolition of the scout hut.

It must be noted that HWP1 refers to the inclusion of a new scout hut in the park and the community building will provide floor space for the scouts but not a separate building.

e) Commercial A1- A5

The planning supporting statement to the application expands on the proposed commercial uses to state that no more than 1,500m<sup>2</sup> will be in use as A1-A5 and of that floor space, the A1 floor space will be no more than 825m<sup>2</sup>.

That the floor area being proposed is over the 200m<sup>2</sup> suggested in DM7 as being 'small scale' for town centre uses, and therefore not having an impact on designated centres is given as being based on the premise that the site allocation specifically refers to 'small scale retail development'.

(NB part of the application site where commercial is proposed falls outside of the allocated site so not affected by this reference but the Neighbourhood Plan does include the area as a whole and HWP10 supports a local centre containing small shop units)

Reference is made to the 2005 consent which included up to 1,000m<sup>2</sup> A1 and up to 1,000m<sup>2</sup> A3 and A5 though this pre-dates the current development plan and national planning policy guidance.

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As the site is not a designated centre in the current local plan policy proposals map and the application allows for more than 500m<sup>2</sup> of retail space, in accordance with DM7, a Retail Impact Statement has been included with the application.

The impact assessment assumes that the retail element will be of 'top up' nature for residents and accordingly employs a figure that is 20% of the predicted spending power of the estimated number of residents to calculate that this can support a food retail store of 412m<sup>2</sup>. A larger store would attract a greater percentage of spending power and could start to impact on the activity at the nearby designated centres.

The statement also considers non-retail though as this type of use generally takes up larger floor areas and locates in areas where there is comparison shopping, it is considered unlikely that this type of retail would be attracted to the location.

This is considered a reasonable approach and accordingly a condition is recommended that restricts the overall amount of retail floor space to 825m<sup>2</sup> in total and limits individual store size to 412m<sup>2</sup>.

In addition to the retail element, use classes A2-A5 all fall into the planning policy definition of 'town centre uses' and in theory they could take up the total 1,500m<sup>2</sup> allocation, in which case they too should be subject to an impact assessment in accordance with DM7.

This however is considered very unlikely though notwithstanding, these should be subject to a sequential test.

The applicant has stated that these uses are aimed at catering for the development and therefore providing for a local need. The floor area will equate to a small parade of shop units but it is asserted that it constitutes a marginal amount of the floor space being proposed in total and should be considered small scale.

In the absence of any explicit consideration of this matter, using the guidance of what is small scale in DM7 it is considered reasonable to control the size of the individual units to 200m<sup>2</sup> which will provide units of a size that could accommodate the mix of anticipated uses such as hair dressers and cafes.

When considering this issue it is relevant to take into account the reduction in traffic movements that may result from having a range of local facilities within reasonable walking distance and HWP10 of the Neighbourhood Plan.

**d) Energy Centre, pumping station and substation**

These are all ancillary to the principle uses and acceptable in principle.

**ii) Policy implications of the loss of existing uses**

**Open Space-**

The loss of the open space as a whole and the amount of park have been the subject of significant objection.

Paragraph 97 of the NPPF refers to existing open space not being built on unless an assessment has been undertaken which has clearly shown the open space to be surplus to requirements.

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Through the adopted site allocation the principle of the loss of a proportion of the open space has been examined and supported. Given this there can be no grounds to revisit the principle of development on the site though it is important to consider the size and design of the park.

It is also to be noted that HWP4 expressly omits Hengrove Park from the list of designated open space sites and specifically refers to the residential development proposals for the Hengrove Park Regeneration Site, it is also excluded from Local Green Space designation under Policy HWP5.

Reference has been made to the 2005 resolution to grant outline consent, which referred to the provision of 48 hectares of open space but on the basis of only 690 dwellings. The policy background to the need to increase the number of dwellings is outlined earlier in the report.

Policy HWP8 of the Neighbourhood Plan states that development of the site should follow the five Masterplan Moves where this is feasible and viable to ensure that a high quality large park is created. The masterplan undertaken for the Neighbourhood Planning Forum shows a larger area of park than currently proposed, but this is not specified by policy.

The design of the layout for the site currently proposed was park lead and includes 19 hectares of main park. While it is acknowledged that is significantly less than in 2005, it is contended that it remains a large area of open space in its own right. In comparison St Georges Park is approximately 15 hectares and Victoria Park approximately 21.5 hectares.

It is therefore considered to be of a size that has capacity to provide a main local park.

It is relevant to assess the amount against the standards contained in the council's Parks and Green Space Strategy. Information gathered in connection with the strategy included an analysis of the type of park provision identified in that strategy across the city namely; formal, informal, natural and play.

Work was undertaken using the quantity and distance standards in the strategy on the basis of the then Neighbourhood Partnership Areas in 2008. This showed that there was a large amount open space per capita vis a vis the citywide standard in the two former Neighbourhood Partnership Areas, (NPA), into which the Hengrove and Whitchurch Park Wards now fall, (having been created in 2016), being 72m<sup>2</sup> for Hengrove and Stockwood and 44m<sup>2</sup> for Dundry View with the city wide standard being 18m<sup>2</sup>.

Projected increases in population were built into these calculations to include the sites allocated for development with the result that the amount per capita in Hengrove and Stockwood was estimated to reduce to 48m<sup>2</sup>, the estimate for Dundry View was 40m<sup>2</sup>.

It is recognised that these figures will be altered by a larger than predicted increase in population, and do not directly relate to the Hengrove and Whitchurch Park Ward, but they do indicate that the overall amount of open space in the area remains comparatively high. It also being relevant to take into account the new public open space that will be created as part of the Hartcliffe Campus development.

However in both NPAs the open space was largely 'informal' and 'natural' with a significant shortfall in formal open space and Hengrove Park was identified as an opportunity to provide a formal park and help make up this short fall.

The quality of a park is a product of the design and proposed facilities, not simply the amount of park and detailed consideration of the proposed design of the park is set out below.

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Taking the above into account, it is considered that the amount of park proposed is appropriate and there can be planning policy grounds to object.

Car Boot sale - It is known that a central part of the site has been regularly used as a car boot at weekends and the development as proposed will mean that there is no longer such a large flat area that continue to accommodate this use. Policy DM11 specifically refers to new street or open markets being encouraged where they would be beneficial to shopping provision and support existing centres.

This policy makes no reference to car boot sales and taking into account that it is not close to any designated centre it is not considered that the loss of this facility could be grounds to object to the application.

Scout Hut-The development will mean the loss of the scout hut, which is a community use and in principle against DM5 and BCS12. However in accordance with DM5 a new community building is included in the proposal which could be used by the scouts.

Bamfield House- this former warehouse is used for the storage of coaches plus an auto repair business and while these are considered to be sui-generis uses they provide local employment and therefore in principle their loss is contrary to DM12. However it must be taken into account that new employment floor space is included in the proposal, albeit of a different nature. Taking this into account and giving significant weight to the provision of a large amount of new housing, it would not be wished to object to the application on the basis of their loss.

The issue of the sporting provision on site is considered below.

## 8.2 Is the loss of sports pitches and sporting pitches and sporting facilities acceptable?

Paragraph 97 of the NPPF states that:

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

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

The area proposed for development currently contains two full sized rugby pitches, an area used for rugby training, which is lit when in use, a rugby club house, a former athletics track used by the Family Cycling Centre and the former Whitchurch Sports Centre currently used by Active Indoor Sports, all of which will be lost as a result of the scheme.

As the pitches are currently in use, (by St Bernadettes Rugby Club), the site would be considered a playing field.

In these circumstances Sport England are a statutory consultee. Consequently if they formally object to the proposal, the application will fall to be referred to the Secretary of State, who could subsequently call it in and determine the application.

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The importance of playing fields is specifically referred to in para 97 of the NPPF in that they should not be built on unless criteria are met in the form of an assessment having been undertaken to show the land surplus, it is replaced by equivalent or better with regard to quantity and quality.

Policy DM16, states that development will be expected to ensure that open space for recreation, to meet the minimum quality, access and quantity standards as set out in the city council's adopted Parks and Green Space Strategy.

The Playing Pitch Strategy for Bristol, approved in 2017 and to last to 2022, comments on the overall provision of pitch types in the city and identified an undersupply in senior rugby union pitches due to their overuse with many being in poor quality and the pitches on site are so classified. The changing room facilities on site are also identified as being in poor condition.

A Sport and Recreation Statement accompanies the application.

In the first instance Sport England objected to the application on the grounds of the loss of the playing fields and had also commented about the loss of the cycle centre and sports hall, the demand that projected number of residents will generate for sporting provision and the need to design the site to allow for active use.

The statement was subsequently revised and correspondence undertaken with Sport England clarifying the position regarding sports provision setting out the following.

i) Rugby provision

It is proposed that rather than relocate the rugby pitches on the undeveloped part of the site, that new pitches and ancillary facilities will be provided on the site of the former Whitehouse School on Fulford Road in Hartcliffe. At present this city council owned site is comprised of a playing field, most recently in use for football, former school buildings, play and parking areas.

The land available will enable two full sized rugby pitches, a training area, sports pavilion with changing rooms and car parking area to be provided. The pitches will cover a larger area than the existing playing field.

Discussions have taken place between the applicants and the rugby club and it is understood that this option is fully supported by the rugby club and it is anticipated that a planning application for these facilities will be submitted in Summer 2019. Funding for the works will come from the Central Government's Land Release Fund because it will enable the Hengrove development to take place. The funding will need Cabinet approval due Summer 2019. Once consent were granted it is anticipated that works would commence shortly thereafter.

It would be possible to require the completion of these works prior to any development on the application site that would result in the loss of the existing pitches, and access to those pitches, and include this in a legal agreement.

ii) New Pitches

One of the key features shown on the illustrative drawings for the proposed park is an area of new playing pitches, which could accommodate a number of other sports to include football. Drawings show a cricket oval overlaid on the area and land adjacent, on the opposite side of a footpath, being made available for training purposes.

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The provision of new sporting facilities was one feature that had support through the community consultation.

Notwithstanding the illustrative nature of the drawings, as with a number of the features of the park, these are considered to be an important element of the open space and will be required by condition as will details of their construction, and so form part of the Reserved Matters. The statement refers them being constructed in compliance with Sport England guidance, to and include pipe and mole drains, they have potential therefore to be a significant improvement on the existing pitches.

iii) Changing facilities

The proposed community building is sited adjacent to the proposed park and while a detailed layout of the building is not part of the application, it is given that it will include changing facilities in accordance with Sport England's Clubhouse Design Guidance Notes'.

This and timing of its provision could be conditioned.

iv) Family Cycle Centre

The loss of the Family Cycle Centre is regretted however it was always intended that this be a temporary, 'meanwhile use' and the use of portacabins to accommodate office/cycle storage etc on site was a deliberate choice on that basis. At present British Cycling wish to build a closed loop racing circuit in the city and the centre could be tenants, there is monies available for this but would need to be matched. The centre is actively working with the council's property team to find a site for this city wide facility but this falls outside the scope of the current application.

The temporary consent for the use has been extended to 2021 in the meantime.

v) Action Indoor Sports

With regard to use of the former Whitchurch Sports Centre by Action Indoor Sports,(AIS), this is again another meanwhile use. The provision of the Hengrove Leisure Centre, which was part of the overall sports strategy for the city, replaced a number of the facilities that were accommodated in that building to include sports halls.

The building is in poor condition and was on the verge of closure when it was taken up by AIS and their lease has always been on the understanding that the site was allocated for development and at some point the use would have to cease. The uses taking place in the building are restricted to those that do not directly compete with those in the leisure centre and include five a side and boxing but also soft play and a cafe. A MUGA is proposed on the new park which could accommodate the five a side but it is recognised that the boxing may not be replaced. The MUGA will be required by condition. There are also sports halls available in local schools.

vi) Active design

The overall design of the park includes paths that can provide a running route and provision for cyclists and pedestrians. A fitness trail is proposed. Full details will be required by condition.

vii) Increase in demand for sporting provision

With regard to the projected demand arising from the development, it is not possible to accurately predict the number of future residents as the exact number and size of dwellings will be determined through the reserved matters process, however assuming the maximum number of dwellings is achieved, i.e.1,500, based on average number of residents per dwellings in Bristol this is 3,950. This

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will generate additional demand but much can be accommodated within the existing Leisure Centre and as above, there are a number of features within the park which will allow for sporting related use.

Further discussion has taken place with Sport England, to include what conditions could be imposed to guarantee the provision, and quality of new sporting provision on site. At the time of writing they have not confirmed whether they wish to retain their objection on the basis that their exception policy E4 has been complied with;

‘The area of playing field to be lost as a result of the proposed development will be replaced, prior to the commencement of development, by a new area of playing field:

of equivalent or better quality, and

of equivalent or greater quantity, and

in a suitable location, and

subject to equivalent or better accessibility and management arrangements.’

An update on this will be provided formally at committee.

With regard to the replacement pitches at Fulford Road, Sport England consider that there is still an element of uncertainty regarding this as there is no planning consent in place for this development. It is observed that this site contains an existing playing field, most recently used for football, which is identified in the council’s Playing Pitch Strategy but recognised that the proposals represent a substantial improvement on the quality and quantity of pitch and ancillary accommodation.

It is acknowledged that the rugby club are fully in favour of this option, notwithstanding, in isolation, it would be possible for the club to use the new pitches and changing facilities on the application site. Accordingly the provision of the Fulford Scheme is not essential to the consideration of the proposal by Sport England.

It is however taken into account that when completed, the scheme will be a significant addition to the sporting provision in South Bristol and will mean that the new pitches on the application site will be available to serve existing and future residents so forming an important part of the open space.

8.3 Does the proposal have an acceptable impact on the amenity of the surrounding area in terms of its impact on air quality?

Bristol is currently in breach of the European Air Quality Directive in respect of annual objective for nitrogen dioxide and probably the hourly objective. It is possible that objectives for particulates are also exceeded. In locations where pollution is highest it is largely attributed to motor vehicles. Air Quality Management Areas, (AQMA) have been declared where objectives are not met. Most of the city centre and the main roads radiating out are within an AQMA, to include the whole of the Parson Street Gyratory.

A recent High Court judgement has resulted in local authorities having to improve air quality in the shortest time possible where it falls below objectives.

The construction phase has potential to impact on air quality through dust from development and emissions from construction vehicles.

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DM23 requires any scheme that has the potential for significant emissions to the detriment of air quality should include mitigation measures.

Detailed measures are recommended to offset the potential problems of dust in the vicinity of the site and reference to these will be included in the recommended condition requiring a Construction Environmental Management Plan, (CEMP). Of particular concern is the impact on the operation of the hospital and Bottleyard studio the need for regular communication is highlighted along with the need to monitor the dust situation. This is fully concurred with and will be specifically referred to in the condition.

However the situation regarding the potential impact of emissions from construction vehicles on air quality over the projected 10 year development period on the Parson Street gyratory is a matter of concern and also the impact of the operational traffic generated by the development when occupied.

Modelling of the impact on air quality from both has been undertaken, taking into account cumulative impacts from other committed developments in the base traffic data and on the basis that 25% of the projected construction traffic generated by the development will use the gyratory route as follows;

2021 (Full construction traffic only)

2026 (Half the operation traffic + Full construction traffic)

2031 (Full operational traffic only)

2031 (Full operational traffic and cumulative traffic from Parkview- not counted previously)

The amount of operational traffic predicted is the same as used in connection with the transport impact assessment and assumes a reduction in diesel vehicles, a greater uptake of electric vehicles and a modal switch to more sustainable modes of transport.

The result is a range of slight to substantial adverse impacts at Parson Street gyratory with moderate to slight adverse in 2021, substantial adverse, moderate and slight in 2026 and a moderate to slight in 2031.

To help address the impact of construction traffic the applicant has offered to instruct drivers to access the site from an alternative direction to avoid the Parson Street Gyratory. In principle this could be included as a requirement in relevant orders and contracts as part of the CEMP. However this will displace vehicles onto alternative routes and where they could also have a negative impact on air quality, for example the A37 within BANES where air quality is already below standards.

Taking into account that the modelling of emissions already takes into account measures to reduce vehicular traffic generated by the site the applicant has commented that there has been a significant reduction in the sales of diesel cars and should this trend continue then true emissions may be less than predicted. To support this they propose an additional 87 electrical vehicle charging points beyond what would be required to comply with adopted standards, which is 5%. The impact of this has not been modelled.

Internal to the site a 20 mph limit is to be introduced and this will contribute to a reduction in CO2 emissions in the immediate locality of the site.

In conclusion, it is acknowledged that air quality targets within the AQMA which includes the Parson Street gyratory are likely to be detrimentally affected by the traffic predicted to be generated by the

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development and there is an outstanding objection from the Air Quality Officer. It must be anticipated that a similar cumulative impact from other large development sites that are identified in South Bristol will also have a negative impact.

This underlines the need to address air quality on a city wide basis employing other more measures if the development of new houses is to be progressed particularly in south Bristol. It is not considered that it would be appropriate to resist the current proposal on this basis.

This however remains a material consideration in the determination of the application and this must be considered in the determination of the application.

**8.4 Does the application proposal acceptably mitigate its impact on climate change?**

Given the size of the proposed development, in accordance with Policy BCS15 there is a requirement that a BREEAM for Communities Assessment be undertaken and submitted with the application. This type of assessment considers how a range of sustainable design and construction approaches have been adopted during three key stages in the design process; i) establishing principles, ii) determining layout and iii) designing the details.

Each key subject area includes mandatory and discretionary targets, with matters such as Governance and Innovation. The assessments are independently assessed by a qualified assessor.

The BREEAM Communities Assessment that is included with the application is appropriate to the stage reached in the design of the development and looks at the issues and opportunities that affect sustainability at the early stages of the design process. It looks at key environmental, social and economic sustainability objectives in a holistic way at a site wide level.

The full independent assessment has yet to be completed however based on the design intent and commitments made to date, the development is expected to achieve a BREEAM 'Good' rating with the possibility of reaching 'Very Good'.

Other documentation that is relevant to this issue is the section on Climate in the ES, which has informed this assessment and the Sustainability Statement, which has been submitted with the application.

The statement sets out a strategy to inform future detailed applications on how to accord with adopted local policy requirements with regard to sustainability and energy reduction in design at reserved matters stage.

The construction process, transport generated and energy use of the development are all areas where there is greatest potential to generate greenhouse gases and impact on climate change.

This links into the management of construction, measures to reduce levels of vehicle use and detailed design of the proposed development. Accordingly there are clear crossovers with the issue of air quality as above and any measures to reduce the amount of traffic generated at all stages of the development will have benefit from a sustainability perspective.

At a more site specific level, the CEMP can include a number of targets that will aim to reduce the impact of the construction process such as measures to reduce the car journeys undertaken by workers and the appropriate management of waste to minimise it in the first instance and maximise recycling.

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Submitted information states that materials will be sourced to reduce transportation pollution and the aim is to select those that achieve a Green Guide A+ to B rating. This is important as a large percentage of the impact on greenhouse gases is connected to the embodied carbon in construction materials.

In respect of the detailed design of the development, the land use plan includes an area of land where a power plant could be sited and an illustrative plan that shows how this could serve the development as a whole via a network of piping. This would in principle address the energy hierarchy by minimising energy requirements as set out in BCS14 though there is reference to the use of biomass to fuel the plant and increasing evidence regarding the impact of biomass on air quality does mean that this may not be acceptable.

There are also other potential approaches to the heat hierarchy to minimise CO2 emissions and comply with the hierarchy to include grounds source heat pumps. A condition is recommended that would enable an alternative approach to a power plant but should this come forward, requires detailed information to include noise and air quality assessments as relevant.

On top of this there will be a need to achieve 20% reduction in emissions through the use of renewable energy. Full details will be required by condition.

An overheating assessment of proposed buildings will be required as part of Reserved Matters submission and it will be a requirement that any cooling deemed to be necessary can take place without any mechanical means.

A broadband connectivity statement will also be required as part of Reserved Matters.

Overall, there is a great potential to achieve an exemplar low carbon development incorporating the most up to date technology.

8.5 Does the application proposal have an acceptable impact on the amenity of the surrounding area in terms mitigating the impact of flooding?

BCS16 addresses the issues of Flood Risk and Water Management.

The site as a whole falls within Flood Zone 1 but as it is over 1 hectare in area, a Flood Risk Assessment was included with the submission. This identified that although the proposed development would be classified as 'more vulnerable' due to the residential element, the risks from fluvial, groundwater and sewer flooding is low as is the risk of flooding from artificial sources and there is no risk of tidal flooding.

The risk of surface water flooding on site is low but residential areas to the east of the site are at high risk of surface water flooding with historical flooding on Bamfield and the main roundabout to the west of The Mounds. It is important that development of the site does not increase the risk of flooding in these areas and where possible opportunities to reduce risk to these areas should be considered.

A Surface Water Drainage strategy is included which shows the area towards the eastern boundary within the main park selected for the strategic SUDS infrastructure, in the form of retention basins and swales, designed to accommodate runoff and discharge it into the drainage system at greenfield runoff rate using hydrobrakes. The capacity of the infrastructure takes account of climate change and predicted increases in rainfall.

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Sediment in runoff, leaks and spills of contaminants during the construction phase and potential disturbance to existing drainage and ground water will be managed to minimise impact.

Full detail of the design and subsequent management of this can be required by condition.

8.6 Does the application proposal acceptably address the issue of land contamination?

Residential being a sensitive end use, it is essential that a satisfactory knowledge of the ground conditions is obtained to inform what remediation methods are required to make the site safe.

Policies BCS23 and DM34 being relevant to this issue.

The Environmental Statement includes a section on Ground Conditions and notes that this is interrelated with effects on surface water, there being an onsite drainage ditch to the east.

Because the underlying rock has some properties as an aquifer, this falls under the control of the Environment Agency and they have been consulted accordingly.

There is potential for contamination to be found on site from the former airport on site following the demolition of the buildings but also connected to the use, which included storage of fuels. In addition The Mounds SNCI is a former tip which gives rise to the risk of ground gases and testing here in connection with the 2017 application for the development of 'Hengrove Phase 1' revealed comparatively high levels of gases.

Initially a desk based assessment was submitted with the application, which was followed up by intrusive investigations which did not show such high levels of gases as in 2017. To ensure this issue is fully assessed, it is recommended that more testing closer to the mounds is undertaken.

Over all the report does recommend that more testing is undertaken for each phase of development and because of the elevated level of some contaminants found from the testing to date some consideration of appropriate remediation methods is included.

As there is a risk of ground waters being polluted through the development of contaminated land the Environment Agency have been consulted on both reports. They have responded to the effect that from findings to date, there will be a need for a further sampling and analysis as some of the highest levels of pollutants were found close to areas of surface water and this could link into ground water beneath the site.

Conditions are recommended setting out the additional work that will be required in connection with each phase to ensure that the potential contamination of land is fully investigated and remediation is approved to provide a satisfactory living environment and prevent pollution of ground waters.

In addition to the above, due to the airport use, there is also some risk of UXO and a UXO risk assessment has been undertaken. This concludes that there is no evidence to suggest the site was subject to bombing nor did it sustain bomb damage either directly or within its immediate vicinity. A programme of measures are recommended to include awareness briefing and methods of works to include window sampling and trenching in previously undeveloped areas.

8.7 Does the application proposal successfully mitigate its impact on the ecology of the site?

Policy DM16 requires that any development which may have an impact on nature conservation be informed by survey work and avoid where possible harm to nature conservation interests and take opportunities to connect habitats to wildlife corridors.

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The Environmental Statement contains a chapter on Ecology.

The application site is close to a number of Sites of Nature Conservation Interest,(SNCI's), to include The Mounds to the west. A large part of the site is a designated Wildlife Corridor, therefore Policy DM19 applies. This states that development which would have a harmful impact on the connectivity and function of sites in Wildlife Corridors will only be permitted where the loss in connectivity, or function, of an existing Wildlife Corridor is mitigated. Development should integrate existing wildlife corridors. Where this is not practicable it should provide suitable mitigation in the form of on-site, functional Wildlife Corridor(s). Development should also provide mitigation for any habitats, species or features of value associated with the Wildlife Corridors, where they are harmed or lost. This should take place on the development site wherever possible.

An ecological survey has been undertaken. From this a range of habitats were recorded across the site and while it is dominated by amenity grass land, semi-improved grass land and hardstanding, there are some more species rich areas of neutral grass land on site and an area of dense scrub. A large number of birds were recorded, which were considered to have come from surrounding SNCI's and housing with the site itself considered unlikely to support any bird species or numbers of note. Three trees, scheduled for removal, were assessed as having low potential for bats. Bat surveys using a detector were undertaken and revealed a low amount of bat activity. It was considered very unlikely that badgers were on the site but likely that there was a small populations of toads.

Consequent to this work additional bat and reptile surveys were undertaken by specialist ecologists. The results of these indicate that there are no further surveys needed of bats and no reptiles recorded.

Based on the sites designation and the survey results it is concluded that mitigation is required to address the impact of the development and the loss of habitats.

This will be in the form of the planting of native species of types that will provide for additional foraging opportunities for a range of species, provision of bird and bat boxes. These measures should be included in the detailed landscaping schemes for each phase that will be part of Reserved Matters.

During construction an Ecological Method Statement will be required by condition and adhered to. The felling of the trees with low potential for bat roosts must be undertaken using the soft fell method.

In addition to the impact on the application site itself, there will be an increased use of the surrounding open spaces for recreational purposes by incoming residents and in particular The Mounds SNCI. This will bring with it the potential for paths and the landscape of that area to be degraded with an associated detrimental impact on its nature conservation value. To help mitigate this impact work is needed to manage access into this area, to undertake ongoing habitat management and provide wildlife interpretation.

The city is currently working with Avon Wildlife Trust on their My Wild City project with the capacity to undertake some work on SNIC's, and possibly the Mounds,within the next three years, after this it will fall to the city council to manage the site.

This issue was also raised in connection with the approved development at Hartcliffe Campus, which is close to the Hawkfield Meadows SNCI, and a contribution of £40k agreed enable this ongoing management.

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In this instance, to reflect the larger number of new residents and the larger size of the SNCI, a sum of £80k is sought.

This will be addressed through a legal agreement and it is recommended that the contribution be linked to the occupation of 50% of the residential element of the development.

**8. 8 Does the application proposal successfully mitigate its impact on the trees on the site?**

The site includes a number of woodland groups and more openly grown ornamental swathes of trees bordering the site towards the east. These are mostly towards the boundaries of the site with the two principle areas of woodland either backing onto the Western Drive Industrial Estate or alongside the boundary to the Bottleyard Studios.

BCS9 concerns existing green infrastructure and the need for it to be retained or mitigated, while DM17 specifies that new development should integrate important existing trees and includes the Bristol Tree Replacement Standard, (BTRS) to calculate the number of trees that are needed to mitigate the loss of existing- which can translate into a financial contribution if this cannot be accommodated on site.

An Arboricultural Survey and Impact Assessment is included in the application. This takes into account the physical impact of development on trees but also the interrelationship between trees and proposed development.

The comments in the AIA that the conifers around the former athletics track need not be included for the purposes of the Bristol Tree Replacement Standard calculations as it is essentially an overgrown hedge are agreed with but pending this, as proposed 913 individual trees will be lost, 5 full tree groups, 6 part tree groups and 2 hedges. No trees classed as category A are to be lost but 68 are classed as category B. A programme of tree works to some of the retained trees is included.

Of the trees proposed to be removed the main concern is the row of mature poplar trees that abut the area of woodland backing onto the Western Drive industrial estate, which arguably have the greatest landscape value within the site given their size and visual prominence.

The importance of these trees was raised during the design process.

There is a divergence of opinion regarding which category these should be classed at with the council's arboricultural officer of the view that they are Category A and should be kept and objects to the proposal on the grounds of BCS9 and DM17. The arboriculturist acting on behalf of the applicant asserts that because it cannot be guaranteed that these trees will live another 40 years, they cannot be given an A status.

The development has been designed on the basis that these trees are to be lost given that there is insufficient space between them and the row of houses facing them, as shown on the master plan, for the trees to have a harmonious relationship with the development. A distance of approximately 20m is estimated to be necessary for the two to satisfactorily co-exist.

The retention of the trees would therefore require a redesign of this part of the proposal and the loss of approximately 26 units.

The city council's arboricultural officer asserts that notwithstanding the value of the poplars, if they were removed the woodland behind it would be significantly destabilised. This woodland is made up of a number of poorly formed trees and scrub and has hitherto been protected to some extent by the

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poplars, their loss will result in it being opened up to prevailing wind and rain and suffering significant damage. In any event the eastern edge of this woodland area will be lost as a result of the construction of the proposed north south road through the site.

To mitigate this risk and to create a woodland that will have amenity value in the long term a programme of woodland management, to include felling and new tree planting over twenty-five years, will be required.

A similar situation pertains to the area of woodland to the south.

It is accepted that the retention of the poplars would have a significant impact on the amount of housing possible on the site and if their loss is to be reluctantly accepted this can only be on the basis of a condition that requires details of a woodland management plan for the area to their rear and that this should commence along with the first phase of development to the north of the existing buildings, i.e. exempting the education site and bookends.

There is no major objection to the loss of other trees on the site and those to be retained are away from residential properties and therefore problems of shade and leaf fall are unlikely to arise.

There will be a need to address the Bristol Tree Replacement Standard to mitigate loss including the wood land trees.

A BTRS calculation has been provided which states that to compensate the loss of the 913 trees, taking account their condition and size, 1,486 trees would be required as compensation.

The Tree Planting Principles Plan,(TPPP) which includes extra heavy standards to native trees and feathered whips, proposes a total of 1,100 trees across the development site hence there is a short fall of 386. To address this a financial contribution of £295,371.06 (£765.21 x 386 trees) is proposed to allow suitable tree planting in the wider area. It is recommended that this payment will be divided up with a contribution forthcoming from each phase based on the number of trees lost and the number planted.

The detailed landscaping for each phase of development that will be required as part of the Reserved Matters submission will show the number and size of trees proposed, based on the TPPP and details of tree pits and after care with specific reference to watering. All new trees will need to be well watered as they become established for 2-3 years post planting and this is a significant undertaking.

Some incursion into the Root Protection Zone of retained trees may result from the need to relevel the site though it is concluded that this will be limited and details of recommended best practise is included. An Arboricultural Method Statement will be required by condition to address all works for each phase that may have an impact on retained trees and their root protection zones.

A tree protection plan is included which will protect the two woodland areas and the trees along the corridor of open space adjacent to St Giles Estate. It is recognised that the development will be phased and not all the protective fencing will be required all the time.

In addition to retained trees, it is also recommended that areas where new trees are to be planted are protected from damage such as compaction by construction vehicles and spillage of oil or other chemicals.

Details and phasing of all fencing will be required by condition.

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This will link to the matter of enabling continued public access to the undeveloped part of the site.

8.9 Does the application proposal successfully mitigate any impact on archaeology on the site?

The Environmental Statement includes a Chapter on Cultural Heritage.

BCS22 and DM31 are relevant to the consideration of heritage assets.

This refers to records of roman activity in close proximity of the site to include a roman coin hoard on the banks of a stream to the south of Hengrove Way but nothing has been recorded within the site boundary. Likewise there is record of Medieval and Post Medieval assets in the vicinity of the site but not on the site. However there are assets of modern date associated with the former Whitchurch Airport to include the runway and a likely barrage balloon tether.

An archaeological watching brief was undertaken in connection with the development of the Skills Academy and an archaeological evaluation in 2005.

In connection with the current application mechanically excavated trial pits and soakaway pits were monitored archaeologically and no features of interest found. Aerial photograph and LiDAR analysis has been undertaken which show the airport and land to the north having been in agricultural use.

It is considered likely that the more recent construction works in connection with the airport and running track and sports centre will have damaged any older archaeological assets in this part of the site but there is a low possibility that they may exist in land to the north.

An archaeological watching brief is recommended and the recording of all extant features connected to the airport.

This conclusion is supported by the council's archaeological officer who has commented on the national significance of the airfield during the Second World War as one of, and possibly the only, wholly civil airfields in the country and the desirability of preserving landscape remains of the use and where possible using them to inform the design of the scheme.

This importance is reflected in the fact that the revised Local List of valued buildings published on 4th February 2019, now includes Whitchurch Airfield runway.

Accordingly the proposals as they affect the runway must be assessed against the relevant sections of the National Planning Policy Framework. This advises that weight be given to the retention of the asset proportional to its importance.

The master plan with the application does involve the loss of the actual surfacing of the runway but the line of the runway is clearly retained in the proposed layout though not the width.

Para 192 of the NPPF advises that in determining applications, local planning authorities should take account of:

a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;

b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and

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c) the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 197 advises that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

The loss of the surfacing and a reduction in width of the line of the runway is considered to amount to substantial harm however it has not been a runway since the closure of the airport and there is no option of it being reused.

Taking account the public benefit that will arise from creation of new housing, to include 30% affordable plus a new high quality park, it is concluded that the approach to the layout is sufficient and outweighs the harm.

The condition requiring a scheme of archaeological work specifically includes reference to a landscape survey of all airport related development being required before works that affect them take place.

In addition there is an option of the programme of public art reflecting the aeronautical history of the site and this is specifically referred to in the recommended public art condition- see below.

#### 8.9 Can an acceptable design solution be found for the site?

The design of the proposals must be considered against the Masterplan Moves contained in the Hengrove and Whitchurch Neighbourhood Plan, which are included as guidance for the masterplanning of the site. HWP8 recommends that the development should follow the five Masterplan Moves where feasible and viable.

##### - Housing provision –

##### i) Siting

The layout of the housing shown on the parameter plans with the application is concentrated to the west and to the south of the site and the illustrative masterplan shows all housing along the edge facing the main park. The Runway Park and the open space alongside the Avenue will provide key links into the park and connections to the The Mounds. The result will be high levels of casual surveillance of the park and a good quality residential environment.

The layout differs from the indicative layout shown on the Masterplan Moves in that it does not immediately abut Western Drive Industrial Estate and includes more development within the central part of the site but less to the north of the boundary with the Bottleyard.

However it does comply with the Move 'consider the edge condition' that encourages overlooking of the park and the section of HWP8 that requires 'new residential development interacts well with the park and greatly increases the level of informal surveillance'.

##### ii) Building heights

The parameter plans include one that shows a range of maximum building heights, which range from six to two storeys. The height of anticipated buildings is greatest along the main roads, where the plan

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of proposed uses shows apartment blocks being concentrated and decreases away from them where single housing is proposed on side streets.

The parameter plan showing character areas links into the Design Codes, which will reinforce the variety across the site.

The proposed heights shown on the parameter plan formed the basis of the Landscape Impact Assessment which highlights the visual impact the development will have from view points at higher levels and in particular the public right of way along Maesknoll to the south. There is potential for this impact to be softened through the use of a well designed roof scape for the higher buildings in particular. This detail will form part of the reserved matters.

There is some concern that high buildings immediately adjacent to the hospital will have an adverse impact on staff and patients. Accordingly an area is shown on the parameter plan where a maximum of six storeys is still stated but it is clear that a suitable height will be determined through Reserved Matters.

The Masterplan Move 'establish residential character and density difference' refers to a variety of building types, heights and locations to be used to create distinct residential areas and the text to the plan refers to a maximum height of five storeys.

HWP8 refers to good design throughout the development, through the use of design features, height and massing.

The information included with the application for approval will ensure a development that fully complies with at this guidance in principle with full details being considered at Reserved Matters.

- Park provision

The issue of the amount of park has been considered above but the design and facilities proposed are essential to the creation of a high quality park as referred to in the site allocation.

As stated, the shortfall in formal open space was identified through the analyses undertaken to inform the Parks and Green Space Strategy.

The definition of formal open space being one that is consciously organised with a planting structure and hierarchy of paths, such spaces commonly include a range of facilities and have high recreational value accordingly.

The layout for the site was developed on a park first principle and retains the mounds and mature trees alongside the eastern boundary of the site, which are a focal landscape feature and builds on these with adjacent land to the west to form a park that is central to existing and proposed development.

The detailed illustrative masterplan for the park with the application shows a mix of features and their location, which was informed by the community consultation that was undertaken prior to the submission of the application.

The proposed features of the main park include; new sports pitches, MUGA, allotments, community orchard, Belvedere tower,(in this instance a grass mound with paths to the top), fitness trail, informal children's play and a mix of pathways adapted to all users. These features along with boundary

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treatment and park furniture, all yet to be designed in detail, have the potential to convert much of the open space, all of which is currently classified as informal, to formal.

As discussed under the section on sporting facilities, the provision of new pitches and MUGA are an important part of the package of facilities to redress the loss of the existing rugby pitches on site and along with features such as the fitness trail and network of pathways adapted to running and cycling will provide an active space for existing and proposed residents. These paths will also provide better links to the rest of the park surrounding residential areas and The Mounds.

The community orchard and Belvedere tower will provide a central focal point. There is scope for the intended programme of public art to work with the design of the park overall which can engage existing and future residents.

The area of the park closest to the St Giles estate, will be planted up to increase its nature conservation value and enhance the wildlife corridor function of this area. The basins and swales, which are proposed alongside this area, that will form part of the SUDS for the development will have landscape and nature conservation value. There is potential to manage them in a way that retains a level of water at all times so enabling the planting of aquatic species.

The proposed community building is sited adjacent to the park and will provide changing facilities to serve users of the proposed playing pitches.

In addition to the main park area, the runway park and village green will also provide amenity space, with the former including some informal children's play and acting as a connection from The Mounds SNCI. It is anticipated that these areas will largely be used by the new residents but there will be no barriers of any sort to prevent public use.

The Masterplan Move, 'open space quality and character' of the Neighbourhood Plan refers to the need to make significant improvements to the quality and quantity of park spaces with greater contrast to be created to ensure that a variety of open space types are established allowing for a range of activities and uses.

HWP1 lists a number of features that should ideally be included in the park and many of these are shown on the masterplan, aside from a new scout hut and expanded children's play area. However there is potential for the scouts to use the new community building and as above, informal children's play is indicated for the runway park and within the park.

The proposals are therefore considered to broadly comply with the Neighbourhood Plan and there can be no grounds for resisting the application on this basis.

Taking into account that there are some unknowns and a need for flexibility to allow for proposals that may come out of say, the public art programme, conditions are recommended that require a phasing plan for the development of the main open space, further details of all key features and information on the detailed design of the street furniture, lighting, paths- to be fully accessible, informal play and planting proposals.

Policy HWP7 requires 100m<sup>2</sup> new allotments per 25 new dwellings. This is based on the Allotments Strategy which would require 7 plots,(250m<sup>2</sup>) per 1,000 residents and notes that current practise is for smaller allotments of some 100m<sup>2</sup>. The site allocation refers to 0.175 hectares of allotments to serve the site but it is recognised that there has been an increase in the number of proposed residents on the site. This policy requirement would equate to 6,000 m<sup>2</sup> of allotments to serve the development,

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the amount currently proposed is 3,580m<sup>2</sup> though it is relevant to also take into account the proposed community orchard which will provide local food provision for residents. Therefore while the scheme is not fully compliant with this policy, the area of allotments is a substantial area and there could be scope to increase this area through the detailed design of the park.

Notwithstanding design issues, it is essential that the future management of the park is secured. It is anticipated that this will fall to a specialist management company but this is not finally agreed and will be influenced by the future developers. A condition is recommended to require the submission of a long term management and maintenance plan.

- Office provision

As proposed this is sited to the south of the leisure centre and if all the quoted floor space is to be provided will require a six storey building as shown on the parameter plan as the maximum height. Only at reserved matters, when full design details are, to include access arrangements, will it be possible to assess whether a building of this height is acceptable in this location. There is no indicative information in the Design Codes regarding this element of the scheme.

-A1-A5- D1 uses

These uses are proposed south of the leisure centre, adjacent to the car parks and also to the north of the Skills Centre. They are proposed on the ground floors of multi-storey blocks, the upper floors of which are either proposed as residential use or offices.

The amount of retail and other town centre uses floor space and the potential to impact on designated centres in the vicinity of the site is considered above in the context of the submitted retail impact assessment. The proposed location of these uses is considered to be appropriate given that they are in an area of existing high levels of activity, close to existing bus stops and car parks. They will be within reasonable walking distance for a large part of the development.

The Masterplan Move, 'create a centre' in the Neighbourhood Plan shows a new local centre comprising some additional retail/business and residential in this location.

HWP10 specifically states that a community hub and local centre should be developed on the site to include small shop units suitable for retail use.

The proposal complies with this part of the Neighbourhood Plan accordingly.

It is recognised that some of these uses bring with them potential for noise and odour nuisance to residents /occupiers of upper floors, particularly in respect of bars and takeaways, and conditions are recommended to restrict hours, use of external areas and require odour control details should they be required. When detailed designs are submitted for the blocks in question consideration will have to be given to the size and location of refuse storage, provision for servicing and deliveries and cycle parking for staff and visitors. The amount of car parking for these uses will be very limited though the existing car parks will remain.

Notwithstanding, should the floor area be put to a D1 use, there can be an associated need to provide drop off areas, for example if a crèche were proposed, and also disabled parking if a public use such as a library were proposed. Reference has been made to the potential for the D1 space to accommodate a new doctors surgery and this too would require drop off and disabled parking.

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As in the case of the office block, the design codes have not considered these blocks in any detail and it will fall to Reserved Matters to assess proposals.

**Community Use -**

HWP10 refers to the need for a new community centre, to be in the local centre, to include meeting and small event rooms, café, one stop shop for council facilities, and a library if possible.

As considered earlier in the report, a community use usually considered to be a mix of D1 and D2 and by definition sui generis.

The proposed community building is not in the centre but shown as being sited on the edge of the residential development adjacent to the main park where it accessible by a number of pathways and equidistant to much of the proposed development as well as being well placed to be used by existing residents.

There will be a requirement that it includes the changing facilities to support the sporting facilities being provided, this and the timing of its provision will be conditioned. A single storey building is shown on the parameter plans.

**- Public Art**

The public art strategy submitted with the application sets out an approach to working with artists and the community. It refers to focusing on the central area of the proposed new open space and working with local community groups alongside commissioned artists looking at embedding the culture and heritage of the Hengrove Area, to include the airport heritage, and developing play opportunities. It is also proposed to undertake commissions associated with the natural environment based on nearby areas of nature conservation value such as The Mounds and Hawkfield Meadows.

The work will start at the early stages of development and a delivery mechanism is included in the strategy.

HWP3 states that 'public art projects for the park and new built environment are encouraged in order that the profile of the new development is raised and its distinctiveness and local character established', there is reference to the incorporation of airport heritage in public art.

A condition will be recommended to require a delivery programme, delivery mechanism, a phasing plan and approval of details.

The development complies with this part of the Neighbourhood Plan accordingly.

**- Fire Safety**

The proposal has been considered by Avon Fire and Rescue who advise that a total of 51 new hydrants will be required to serve the site and have indicated them on the illustrative master plan. A financial contribution will be sought from each phase of development to enable these to be installed as required.

**- SUDs**

The issue of flooding and the strategic elements of the SUDS scheme for the site, that are proposed within the main open space have been considered earlier in the report. A condition is recommended to required full details of these and proposals for their maintenance.

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Within the development itself, the Runway Park, the Village Green and the open space alongside The Avenue have been designed to incorporate drainage in the form of swales and bioretention features. Information in the Design Codes show drainage areas alongside most road types.

The overall approach is acceptable but more detailed information regarding all aspects of the SUDS, to include maintenance, will need to be submitted for approval as Reserved Matter in connection with each phase.

- Noise

The Environmental Statement includes a Chapter on Noise and Vibration. DM35 requires assessment and mitigation where proposed noise sensitive development such as residential may be affected by noise generating uses.

Key existing noise generators which have potential to impact on the living environment of future residents include the Leisure Centre, Hospital and Bottleyard Studios, with regard to plant and deliveries, the Play Park, commercial properties within the Western Drive Industrial Estate and surrounding roads.

Noise readings have been made on site and the future noise environment following construction modelled. From this sound insulation measures are recommended for some identified parts of the development.

However there is some concern that the noise readings and assessment have not adequately addressed all sources of noise generation and a condition is recommended that requires some additional work to inform a comprehensive approach to sound insulation and so offset the potential for noise complaints.

- Power plant

It is proposed that the plant would be under apartments, and examples of similar arrangements have been provided which show the power plant accommodated in a semi basement to allow main entrances to apartments to be at ground floor level. The location of the flue would have to be carefully considered. This is not addressed through the design codes.

- Education provision adjacent to the Skills Centre

This development is intended to serve as an extension to the Skills Centre. This is fully supported and it is understood that there is now funding available for this, which was not the case when the application was being prepared and the possibility of a mixed use development on this part of the site was contemplated. There is an option of submitting a separate full planning application for this element in due course. Full details of the building and its relationship to the existing will either come through this process or Reserved Matters.

8.11 Can an acceptable transport and movement solution be found to accommodate the proposed development?

A Transport Impact Assessment has been submitted which models the impact of the projected number of vehicles at all the junctions that may be affected by the development in combination with that generated by other developments in the vicinity to include Hartcliffe Campus. The impact of natural growth has also been modelled without the development to provide comparison. It is accepted

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that the latter two factors will be the cause of some impact on junctions but it is clear that at some junctions the development will have an impact in its own right.

This impact includes some additional queuing at junctions and in particular the Wells Road/Airport Road junction, the Hengrove Way/Roman Farm Road/Filwood Park Lane junction and the Hengrove Way/Whitchurch Road/Cater Road junction.

The Hawkfield Road/Bishport Avenue/Hareclive Road junction is to be upgraded to a single signalised junction. Even with this there will be some queuing but not such to be significant.

The Whitchurch Lane/Bamfield junction is shown as improving due to the traffic that will divert through the site. This is recognised but there are concerns regarding rat running through the site. A scheme of traffic calming is required to deter such usage.

There is predicted to be a significant increase in queuing at the Bamfield/Hengrove Way/Airport Road and Creswick Road junction, a redesign of this junction is recognised as being needed to prevent queuing and improve highway safety. The applicant has provided an option for this but Traffic Management consider that an alternative could be preferred in the form of two signalised T junctions on to Hengrove Way/Airport Road. This would accommodate the predicted increase in traffic but also help address the historic accident issue at this junction with vehicles crossing between Bamfield and Creswick Road. This will require further detailed design work and a contribution towards this work which will be led by the city council has been agreed.

Along with physical works, it is important that personal travel plans are developed to enable and encourage the use of sustainable modes of transport. The applicant has opted to pay a contribution per dwelling for the council to draft up and manage travel plans.

There will be a need for the applicant to draft the travel plans for the non-residential uses though the council will audit and manage them and a financial contribution of a total of £12,000 will be required based on the amount and type of non-residential floor space proposed. It is recommended that this be provided pro-rata to ensure that the cumulative impact of these uses is mitigated with regard to the generation of vehicular trips.

The scheme is designed so it could accommodate the Metrobus should a decision be made to re-route it through the site. There will be a need to consider bus priority measures to address potential impact on the existing bus network to include bus lanes and intelligent traffic signal priority to ensure bus gains over the private car. These measures will contribute towards the use of bus as an alternative to the car.

Some improvements to cycle way provision will be required to include the upgrade the connections to Whitchurch Lane on the Boulevard, upgrade the delineation of the route on the north side of Hengrove and either upgrade or provide the cycle link between the site and Filwood Broadway. These are to be addressed by condition.

A zebra crossing and table on Bamfield to provide a safer route to Perry Court School is recommended.

HWP12 refers to the need to promote sustainable and active travel and the need to include electrical vehicle charging points, cycle parking, car club, to strengthen cycle routes and improve pedestrian routes.

It is considered that the proposals comply with this part of the Neighbourhood Plan.

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Pending these measures listed, the impact of the development on the existing highway network is considered acceptable and there is no objection from the highways team.

- Road Layout

A parameter plan is submitted that shows the hierarchy of streets proposed to include a main north south route, with a bus gate approximately halfway and a key link to Bamfield.

Masterplan Move; 'link north and south' show similar key routes and refers to the provision of 'legible and direct routes which link Hengrove Way, Whitchurch and Bamfield are necessary if this is to become an integrated part of the overall area'.

Where the streets join existing highways detailed design of new junctions to ensure highway safety will be required.

The internal layout and junctions are considered to be acceptable in principle, greater detail will be required at Reserved Matters stage and also through the subsequent Section 38 Agreements that will be required for those roads that are to be adopted.

The network of walking and cycling paths that is proposed are an intrinsic part of the highway layout of the site and full details will be required to include provision for a fully accessible route through the site.

The proposal complies with this part of the Neighbourhood Plan accordingly.

8.12 Does the application proposal have an acceptable impact on health and education provision in the area?

Numerous objectors have referred to the impact on the availability of doctors and education arising from the increase in the number of residents in the area.

The National Planning Policy Framework states that planning of sustainable should, amongst other things, take into account social objectives and provide accessible services. It states that strategic policies should make sufficient provision for community facilities such as health, education and cultural infrastructure.

It advises that Local Strategies to improve health, social and cultural wellbeing should be taken into account.

There is reference to the need for local authorities to take a pro-active, positive and collaborative approach to providing sufficient choice of school places but expands on this to the effect that this refers to giving weight to this in decisions on planning applications and being involved in pre-application work.

Policy BCS11 refers to the need to ensure growth is supported by the provision of infrastructure, services and facilities needed but that this will be secured through Community Infrastructure Levy.

The Environmental Statement analyses existing provision of both health care and education facilities in the area and the impact of the projected number of residents.

a) Health Care

With regard to health care, figures for the Whitchurch Health Centre do show a higher than average number of patients per GP though they are still accepting new patients.

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The North Somerset and South Gloucester Clinical Commissioning Group and NHS England South, South West Team have provided a joint comment on the application. They underline the importance of primary care in the overall objective of reducing reliance on hospital care and comment that health provision in the future will work at scale as larger practises have more capacity to provide increased services and the necessary infrastructure to provided quality service.

Although General Practices operate as individual businesses they are contracted to the NHS and are publically funded. They can borrow funds for new development and occasionally seek public money for revenue purposes.

They comment that the projected number of residents on the development is too small for a sustainable individual GP Practice and that it is likely that most residents will seek to join the Amada Family Practise at Whitchurch Health Centre. At present the amount of space available for registered patients is 90% of what the NHS premises guidance suggests, with the projected increase this would fall to 79%. The building has capacity to provide the additional space but at the moment that space is only suitable for office use and a contribution of £90,000 is requested for the internal alterations that would be required to enable this to happen.

This is considered a reasonable and proportional request.

HWP11 supports the extension of GP surgery provision at the Whitchurch Health Centre and this proposed contribution will comply with this.

It is outside of the remit of the planning system to provide and pay for new GP's.

There is also a comment that pharmacy provision is reviewed on a three year basis and if a need is identified due to the development a new contract could be issued. Similar applies to the possibility that optometrists may seek to apply for new contracts to be located in the development. Both uses could be accommodated in the non-residential floor space proposed if this transpired.

There is a request that floor area be provided for these uses at reduced rent pro rata to the number of dwellings complete. However at present it is not known when the non-residential floor space will be built out and who will own or manage it, it could be built at a stage when a large number of dwellings are already on site. It is also not possible to know at this stage what the rent will be. Given this number of unknowns, while there may be justification to allow a reduced rent to enable provision of these uses, there can be no mechanism through the planning process to secure this.

There is no observed need for dental services.

It is commented that public transport, walking and cycling routes should be provided within the development to include routes to the Whitchurch Health Centre, which are included in the scheme.

When considering health issues it is relevant to take into account broader matters, which contribute to a healthy life and on which the Health Impact Assessment comments, including the provision of decent and adequate housing, access to open space, air quality, noise, accessible and active travel opportunities, local food growing opportunities and the provision of community facilities.

The scheme as proposed will incorporate all these features.

b) Education

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With regard to education, the statement refers to an existing surplus of spaces at Bridge Campus at the secondary level but a scarcity of places at primary level. A similar situation applies to other schools in the vicinity.

The projected demand from the development at Hartcliffe Campus as well as the application site is estimated to be just under 2 additional forms of entry at both secondary and primary levels.

Funding has been approved for a new free School in Knowle West to serve south Bristol that will meet the projected need at secondary level but there will be a requirement for additional primary school places to meet the projected need. It is anticipated that decisions regarding the siting of this will be made by Cabinet in the near future.

In respect of primary provision, based on likely development timeframes it is not anticipated that need for this will manifest before approximately 2021/23. Of the primary schools close to the site, Perry Court E-ACTAcademy has a small capacity but also a large open site that could allow for expansion but as an academy this would have to be subject to the agreement of the academy sponsor.

Discussions have taken place with the Multi Academy Trust and they are supportive of the proposals for Perry Court. Detailed feasibility work is currently underway

As School Schemes set out in the Schools Organisation Strategy are specifically on the Regulation 123 list of infrastructure that the council may apply CIL revenues to. This strategy includes action that will be needed to provide sufficient schools to meet projected demand and includes provision for partnerships with academy/free school providers but excludes the independent sector. This strategy is partly funded by the council but also receives funding from the DoE.

Because it appears on the 123 list, it is not possible to secure any additional funding beyond CIL towards this schools provision through the planning process.

Notwithstanding the applicant has agreed in principle to a financial contribution, outside of the planning process, to enable the works at Perry Court to take place in recognition of the need and desirability of providing additional primary provision in a good location to serve the development. It is however emphasized that this cannot be taken into account when assessing the planning balance.

8.15 Does the application proposal have an acceptable impact on the existing neighbours of the site?

The distance between the new development and existing residential development at St Giles Estate is significant and as a result of the existing mounds alongside the boundary to the estate, the development will be largely screened from many existing houses. Where it will be seen, the intervening distance will off set any loss of privacy or light.

The potential impact on the hospital from high buildings close to its curtilage has been considered above.

The new roads will generate noise, significantly the larger, main north south link and this has resulted in some sound insulation being proposed for the new houses but this will have little impact on existing neighbours.

There can be no objection on these grounds.

## 9.0 Overall conclusions and reasons for approval

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The application must be determined in line with s38(6) of the 2004 Act, to determine the application in accordance with the Local Plan, unless material considerations indicate otherwise.

The new housing will contribute to the Core Strategy Target in BCS1 of around 8,000 in South Bristol, focused at Knowle West and Hengrove Park. The housing will support the economy of South Bristol and enable a good quality park to be created in lieu of the existing green space, which lacks facilities. It will include a policy compliant amount of affordable housing spread across the site.

The proposed road and path network will ensure a fully permeable development with good links to existing development and an emphasis on pedestrian, cycling and public transport facilities.

A redesign junction to the north of the site will address existing highway safety issues and enable safe access to the site at this point.

The Design Codes will guide a good quality scheme as it is worked up through the Reserved Matters process.

Current proposals for school provision for south Bristol will cater for demand from incoming residents and a contribution will facilitate extended primary health care facilities.

Therefore the proposed development is in accord with the Bristol Core Strategy.

It accords with the site allocation, most of the relevant policies within the existing Bristol Local Plan, it complies with the guidance in the Urban Living SPD.

Those areas where there is not full compliance with the Local Plan are those of trees and air quality.

The proposals include the loss of a significant row of poplars that form a key landscape feature though their retention would require the loss of approximately 26 dwellings. Their loss is therefore reluctantly accepted.

In respect of air quality, there is a predicted decrease arising from a mix of construction and operational traffic from the development at small number of receptors at the Parson Street gyratory. A balanced decision must be made regarding this and the desirability of a comprehensive redevelopment of the application site.

The proposal has been fully considered against the policies within the newly adopted Hengrove and Whitchurch Park Neighbourhood Plan and is broadly compliant with most of the policies.

Key differences are as follows;

- i) the amount of open space indicated on the master plan included in the plan that came out of the consideration of the 'Masterplan Moves',
- ii) the omission of a bespoke scout hut and formal children's play on the illustrative plans for the park
- iii) the anticipated density of housing being 70 dph as opposed to 60dph,
- iv) the amount of allotments shown being approximately 3,700m<sup>2</sup> as opposed to a requirement of 6,000m<sup>2</sup>.
- v) The siting of the community building away from the proposed centre

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When considering these differences it must be taken into account that there is no specific amount of park included in any planning policy and the proposal is for a park of a significant size with a number of facilities that will achieve a good quality park.

Informal children's play and a community building that could accommodate the scouts are included.

The amount and density of housing currently being proposed is a result of a thorough analysis of the sites capacity, based on detailed draft road layouts that include the recommended amount of car parking and ancillary open space. The number and type of dwellings is based on known local needs as well as market information, it will enable the provision of 450 new affordable dwellings. It is therefore shown to be feasible and viable.

It is not therefore considered that an objection could be substantiated on the grounds of non-compliance with the Neighbourhood Plan.

The proposal accords with emerging policies in the draft revised Bristol Local Plan and the housing targets in the Joint Spatial Plan, both of which can be afforded some weight as a result of the stage they have reached with regard to public consultation and examination.

A number of conditions are recommended to ensure that key features are included at Reserved Matters taking account of the likely phasing of development, details of which are at present unknown.

#### **10.00 Method of Securing Contributions**

As well as the Affordable Housing, there are a number of financial contributions that will be required from the development and triggers, based on the submitted development plots, have been agreed for those contributions.

The land is owned by the City Council and therefore it is not possible to enter into an agreement under Section 106 of the Town and Country Planning Act to address these requirements with ourselves, this will only be possible when a developer has secured sufficient interest in all/part of the site. Multiple developers could enter into individual agreements.

Who will develop the site is not yet known and one possibility is that the council will act as a developer for part of the site and retain land ownership accordingly.

At present there are monies available for infrastructure works to enable housing in the form of Housing Infrastructure Investment funding and pending agreement from Cabinet, it is proposed that this be used to implement some of the infrastructure to serve the development site, which would otherwise require developer funding through a legal agreement.

The funding of these works will make the development of the site more viable for developers.

Any land developed by the council will be at minimum planning policy compliant with regard to affordable housing and any that is disposed of will be on basis that a policy compliant amount of affordable housing be achieved.

There is therefore considered to be a negligible risk that affordable housing will not be secured and it has been agreed that on this basis it be the subject of a condition.

With regard to the financial contributions, if these could only be secured through legal agreements signed with developers it would not be possible for the council to use the funds available through grants to pay for infrastructure works at an early stage and influence viability.

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Accordingly it is agreed that the contributions can be subject to an internal Memo of Understanding, (MoU), or an alternative informal agreement. Whilst this is not legally binding, the City Council will continue to have accountability for these matters and therefore the risks of not securing the contributions is extremely low. Where funds are site specific, for example in the case of Fire Hydrants and in line with the Bristol Tree Replacement Standard, these costs will be transferred to developers through the disposal mechanism. The risk attached to this approach of not securing the necessary contributions is again considered negligible.

In conclusion, the very special circumstances pertaining to this site and the urgent need to get development of housing and affordable housing underway on the site mean that a legal agreement, which would normally be needed, can be replaced by a condition and a MOU/ alternative agreement.

The MoU/alternative agreement shall cover the following;

- i) A Contribution of £80,000 towards the management and maintenance of The Mounds Site of Nature Conservation Interest to be payable upon, or before, occupation of 750 no. dwellings.
- ii) A contribution of 51 X £1,500 for the fire hydrants as shown on Plan A attached, payment to be made for those hydrants falling within any plot within which they fall prior to the commencement of development of that plot.
- iii) A contribution of £135 per dwelling for the city council to undertake a Residential Travel Plan to be payable prior to the commencement of development of each phase of development for the residential units within that phase.
- iv) A contribution of a total of £12,000 for the management and auditing of a Travel Plan for the non-residential floor space; A1: £3,500, B1: £3,500 and D1 £5,000, - amount to be upon the commencement of use of the first floor area falling into that Use Class.
- v) Traffic Regulation Orders as follows;
  - a) £5,540 for the introduction of the bus gate - to be payable prior the commencement of the development of either Plots B, D, F, G1, G2, H1, H2, I and J or prior to the commencement of works on the road connection to Airport Road), whichever comes first.
  - b) £5,540 for each phase for the introduction of waiting restrictions to be payable prior to the commencement of that phase - excluded plots E1,E2,E4 and E5
  - c) £5,540 per phase for the imposition of a 20 mph speed restriction - to be payable prior to the commencement of development.
- vi) £35,766 to provide new bus shelters to stops on Airport Road payable upon or before commencement.
- vii) £656,000 towards x4 new bus stops within the development; £379,400 (stops 7 and 8) to be payable prior to the commencement of development of plots Plots B, F, G1 and G2 and £276,600, (stops 9 and 10) to be payable before the development of plots H1,H2, I and J.
- viii) £1.1m towards the construction of a redesigned junction arrangement to the north of the site between A4174 and Bamfield to be payable prior to the commencement of the development of plot B, D, F, G1, G2, H1, H2, I or J, whichever is developed first.

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ix) £295,371.06 to mitigate the loss of trees on site in accordance with the Bristol Replacement Standard to be payable pro rata pending on the trees to be lost through the development of each phase. Notice to be given of the commencement of removal of trees within each phase, the number of trees to be removed and the sum payable. The agreed sum shall be payable within one month of the loss of the last tree in that phase.

x) £90,000 towards the upgrade of the Whitchurch Health Centre to provide new surgery floor space, to be payable upon or before the commencement of any phase of development that includes residential accommodation.

### **11.0 Is the application CIL liable?**

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

## **Hengrove Conditions**

### **1. RESERVED MATTERS**

Approval of the details of the appearance, landscaping, layout and scale (hereinafter called

"the reserved matters") shall be obtained from the council in writing before any development is commenced.

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

### **2. OUTLINE**

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

The development hereby permitted shall begin not later than the expiration of 2 years from the date of approval of the last of the reserved matters to be approved.

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

Pre commencement condition(s)

### **3. PHASING**

The development may be carried out on a phased basis, based on the plots shown on drawing no. 1062 P1130 C, phases must include the Runway Park, Village Green and The Avenue. Applications for approval of reserved matters may be submitted in respect of any of the phases of development within the site. Details of any proposed phasing of the development shall be submitted to, and improved in writing by, the Local Planning Authority prior to the commencement of development.

Reason: To secure the satisfactory and comprehensive development of the site.

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**4. CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN**

No development shall take place on any phase until a site specific Construction Management Plan for that phase has been submitted to and approved in writing by the Council.

The approved plan/statement shall be adhered to throughout the construction period.

The Construction Environmental Management Plan should have regard to the recommendations for mitigation during construction contained in the Chapters on Air Quality, Noise and Vibration, Flood Risk, Water and Drainage and Ground Conditions in Volume I of the Environmental Statement and include, but is not limited to reference, to the following:

Parking of vehicle of site operatives and visitors

Routes for construction traffic Hours of operation

Method of prevention of mud being carried onto highway

Pedestrian and cyclist protection

Proposed temporary traffic restrictions

Arrangements for turning vehicles

All works and ancillary operations which are audible at the site boundary shall be carried out only between the following hours: 08 00 Hours and 18 00 Hours on Mondays to Fridays and 08 00 and 13 00 Hours on Saturdays and at no time on Sundays and Bank Holidays.

Deliveries to and removal of plant, equipment, machinery and waste from the site must only take place within the permitted hours detailed above

Procedures for emergency or any other deviation of the agreed working hours

Mitigation measures as defined in BS 5528: Parts 1 and 2 : 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works.

Control measures for dust and other air-borne pollutants. Dust monitoring in the vicinity of the Site shall be undertaken throughout the construction phase to monitor the effectiveness of mitigation measures, details of the level of monitoring to be undertaken to be agreed with the Local Planning Authority.

Measures for controlling the use of site lighting whether required for safe working or for security purposes, particularly near to retained habitats to reduce disturbance to bats and other nocturnal wildlife.

Strategy for minimising operational waste during construction phases.

Procedures for maintaining good public relations including complaint management, public consultation and liaison with neighbouring sensitive uses such as residents, the Hospital and Bottleyard Studios

Arrangements for liaison with the council's Pollution Control Team.

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

#### 5. PMW

Prior to the commencement of development hereby approved, including all site clearance and vegetation removal, a method statement for a Precautionary Method of Working (PMW) with respect to vegetation and site clearance and the potential presence of nesting birds and any other legally protected and priority species to include badgers, hedgehogs and common toads shall be prepared by a suitably qualified ecological consultant and submitted to and approved in writing by the Local Planning Authority. The PMW shall include measures to protect badgers during construction to prevent them from becoming trapped in excavations or open pipework. Open pipework larger than 150 mm outside diameter shall be blanked off at the end of each working day. The development shall be carried out in full accordance with the approved method statement.

The method statement shall have regard to the recommendations for mitigation contained in the Chapter on Ecology contained in Volume I of the Environmental Statement.

Reason: To ensure the protection of legally protected and priority (Section 41) species which are a material planning consideration.

#### 6. ECOLOGICAL ENHANCEMENT

Prior to the commencement of development of plots B,C,D, F, G1,G2, H1,H2, I and J,(as shown on drawing no. 1062 P1130 C), including all site clearance and vegetation removal, an ecological mitigation and enhancement strategy, to incorporate the recommendations in the Preliminary Ecological Appraisal survey report dated 12 September 2017 shall be submitted to and approved in writing by the Local Planning Authority. This shall also include:

Ecological mitigation to include the provision of bird and bat boxes which are built-in to new buildings on site with details of their height, orientation, location and type to be shown on a site plan; details to be included in each Reserved Matters Submission

A 'tool box talk' shall be given to site operatives by an ecological consultant prior to the commencement of any demolition and site clearance works;

An ecological consultant shall operate as an Ecological Clerk of Works during site clearance works to supervise all relevant works.

The development shall be carried out in full accordance with the approved strategy.

Reason: To conserve legally protected and priority species.

#### 7. NEW ACCESS HENGROVE WAY

Prior to the commencement of development of plots J, H1, H2 and I , (as shown on drawing no. 1062 P1130C), general arrangement plans of the new access onto Hengrove Way showing the following to the highway shall be submitted to and approved in writing by the Local Planning Authority:

Formation of new right hand turn lane constructed in the existing central island;

Creation of new signalised controlled arm access road onto Hengrove Way;

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Extent of existing island on Hengrove Way to be amended;

Traffic lane markings from Filwood Park Lane to be amended for straight ahead movement;

Kerbing along Hengrove Way to be amended;

Provision of footway and cycleway access; and

All other ancillary works

The relevant works shall be completed prior to the first occupation of the plots and be to the satisfaction of the Local Highway Authority and as approved in writing by the Local Planning Authority.

Reason- To ensure that all road works associated with the proposed development are planned and approved in good time to include any statutory processes, are undertaken to a standard approved by the Local Planning Authority.

#### **8. NEW ACCESS ONTO BAMFIELD**

Prior to the commencement of development of plots B, C, D, G1, G2 and F, (as shown on drawing 1062 P1130C), general arrangement drawings showing the following to the highway shall be submitted to and approved in writing by the Local Planning Authority:

Provision of road widening on Bamfield and the formation of a new right hand turn land;

Proposed pedestrian refuge island;

Widening of existing junction onto Bamfield;

Creation of three new accesses onto Bamfield;

Creation of parking bays on Bamfield;

New raised table and zebra crossing on Bamfield; and

All other ancillary works.

The relevant works shall be completed prior to the first occupation of the plots and be to the satisfaction of the Local Highway Authority and as approved in writing by the Local Planning Authority.

Reason- To ensure that all road works associated with the proposed development are planned and approved in good time to include any statutory processes, are undertaken to a standard approved by the Local Planning Authority.

NB Undertaking works in the highway will require a legal agreement with the Highway Authority and contact should be made with the Local Highway Authority at least 6 months in advance of commencing the works so that an agreement is completed prior to starting any works on the highway.

NB: Planning permission is not permission to work in the highway. A Highway Agreement under Section 278 of the Highways Act 1980 must be completed, the bond secured and the City Council's technical approval and inspection fees paid before any drawings are considered and approved. Formal technical approval is necessary prior to any works being permitted.

#### **9. HIGHWAY CONDITION SURVEY**

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No development of any phase shall take place until a survey of the condition of the existing public highway, extent to be agreed for each phase, has been carried out and approved in writing by the Local Planning Authority. This shall include;

A plan to a scale of 1:1000 showing the location of all defects identified;

A written and photographic record of all defects with corresponding location references accompanied by a description of the extent of the assessed area and a record of the date, time and weather conditions at the time of the survey.

Any, and all, damage to the adopted highway so identified shall be made good to the satisfaction of the Highway Authority prior to last occupation of the dwellings/non residential floor included in hat Phase.

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

#### 10. INTERNAL ROADS

No development of any phase shall take place until construction details of any new internal access road(s) ,within that phase, to achieve an adoptable standard have been submitted to and been approved in writing by the Local Planning Authority. The building(s) hereby permitted shall not be occupied or the use commenced until the road(s) are constructed in accordance with the approved plans.

Reason: To ensure the internal access roads are planned and approved in good time to include any Highway's Orders and to a satisfactory standard for use by the public and are completed prior to occupation.

#### 11. LOCAL EMPLOYMENT STRATEGY

Prior to the commencement of development a local employment strategy, to include timescales, shall be submitted to, and approved in writing by, the Local Planning Authority. The strategy shall be implemented as approved.

Reason- to ensure that the development has regard to the inclusion of local residents in the labour force.

#### 12. UXO

Prior to commencement of development of each phase, further specialist advice must be sought for that phase, taking into account the findings and recommendation of the Unexploded Ordnance (UXO) report included within the Detailed Unexploded Ordnance (UXO) Threat & Risk Assessment prepared by Alpha Associates, reference P6160 Version 1.0 . The development shall be undertaken in full accordance with the mitigation measures proposed within this report.

Reason: To ensure that development can take place without unacceptable risk to workers and neighbours including any unacceptable major disruption to the wider public on and off site that may arise as a result of evacuation/s associated with the mitigation of UXO.

#### 13. SUDS

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No development of plots B,C,D, F, G1,G2, H1,H2, I and J,(as shown on Drawing no. 1062 P1130 C), shall take place until there has been submitted and approved in writing by the Local Planning Authority a detailed design, management and maintenance plan and phasing plan for implementation for the proposed SUDS swales and retention basins within the strategic area of open space hereby approved.

The SUDs shall be implemented in accordance with the approved details and phasing plan and maintained thereafter for the lifetime of the subsequent development on the site.

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 life of the development.

#### 14. ARBORICULTURAL METHOD STATEMENT & TREE PROTECTION PLAN

Prior to the commencement of each phase of development (including demolition and all preparatory work), a scheme for the protection of retained trees in accordance with BS5837:2012, including a tree protection plan (TPP) and an arboricultural method statement (AMS) shall be submitted to and approved in writing by the Local Planning Authority. Subject to agreement this information can be phase specific.

Specific issues to be dealt with in the TPP and AMS:

- a) Location and installation of services/ utilities/ drainage.
- b) Methods of demolition within the root protection area (RPA as defined in BS5837: 2012) of the retained trees.
- c) Details of construction within the RPA or that may impact on the retained trees.
- d) A full specification for the installation of boundary treatment works.
- e) A full specification for the construction of any roads, parking areas and driveways, including details of the no-dig specification and extent of the areas of the road, parking areas and driveways to be constructed using a no-dig specification. Details shall include relevant cross sections through them.
- f) Detailed levels and cross-sections to show that the raised levels of surfacing, where the installation of a no-dig surfacing within Root Protection Areas is proposed, demonstrating that they can be accommodated where they meet with any adjacent building damp proof courses.
- g) A specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing.
- h) A specification for scaffolding and ground protection within tree protection zones.
- i) Tree protection during construction on a TPP and construction activities clearly identified as a prohibited in this area.
- j) Details of site access, temporary parking, on site welfare facilities, loading, unloading and storage of equipment, materials, fuels and waste as well as concrete mixing and use of fires.

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- k) Boundary treatments within the RPA.
- l) Methodology and detailed assessment of root pruning.
- m) Arboricultural supervision and inspection by a suitably qualified tree specialist.
- n) Reporting of inspection and supervision.
- o) Methods to improve the rooting environment for retained and proposed trees and landscaping.
- p) Veteran and ancient tree protection and management.

The development thereafter shall be implemented in strict accordance with approved details.

Reason: Required prior to commencement of development to satisfy the Local Planning Authority that the trees to be retained will not be damaged during demolition or construction and to protect and enhance the appearance and character of the site and locality, in accordance with Bristol City Council Policy DM17 and pursuant to section 197 of the Town and country planning Act

#### 15. TREE PLANTING SCHEDULE

Prior to the commencement of each phase of development there shall be submitted to and approved in writing by the Local Planning Authority a detailed tree planting schedule based on the Tree Planting Principles Plan and in line with the Bristol Tree Replacement Standard (Policy DM17), which includes:

- a. a scaled plan showing vegetation to be retained
- c. a schedule detailing sizes and numbers of all proposed trees/plants- see Advice 2
- d. a maintenance schedule to ensure successful establishment and survival of new planting.
- e. Water volumes and frequency of watering visits.

The Reserved Matters submission for each phase / or details of each phase of park development, shall include details of all trees and plants to be planted, tree pit details, proposed hardstanding and boundary treatment and measures to protect land where tree planting is proposed from compaction where appropriate.

The planting shall be carried out no later than during the first planting season following the date when the development of the plot is ready for occupation or the phase of the park development is complete.

All planted materials shall be maintained for 5 years and any trees removed, dying, being severely damaged or become seriously diseased within 5 years of planting shall be replaced with others of a similar size and species to those originally required to be planted.

For the discharge of condition a chlorophyll fluorescence test for each newly planted tree has to be provided to demonstrate the successful establishment. Any trees showing significant stress or decline will be replaced within 5 years of planting.

Reason: Required to safeguard and enhance the character and amenity of the area, to provide ecological, environmental and bio-diversity benefits and to maximise the quality and usability of open spaces within the development, and to enhance its setting within the immediate locality in accordance with DM15 and DM17.

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**16. LANDSCAPING**

Each Reserved Matters submission shall include a detailed scheme of all hard and soft landscaping as appropriate, to include the Runway Park, Village Green and The Avenue.

The scheme shall include the trees as approved in principle under condition 15 and SUDS measures as approved under condition 13 and details of proposed play.

The landscaping shall be undertaken in accordance with this approval and 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 ensure the protection of protected species, the establishment of a landscape to serve the development and key elements of the SUDS scheme to act as receptors for drainage from future development.

**17. WOODLAND MANAGEMENT PLAN**

Prior to the commencement of any work on site of plots B,C,D, F, G1,G2, H1,H2, I and J of the development hereby approved, (as shown on drawing no.1062 P1130 C), a woodland management plan shall be submitted to, and approved in writing, by the Local Planning Authority a detailed twenty-five year woodland management plan, with the aim of creating a highquality amenity woodland, with greater species diversity, nature conservation improvements and connectivity for those retained areas of woodland to the south of Western Drive Industrial Estate and to the north of the Bottleyard Studios. The plan shall include bird and bat boxes where practicable, details of the maintenance schedule of new features, replacements planting of tree failures and 5 yearly review of the woodland management plan to evaluate the progress and identify specific management operations to meet the original aims and objectives of the long term management plan- See advice note no.1

It should specifically include;

- a) A Statement of the overall design vision for the woodland and for individual trees retained as part of the development – including amenity classification, nature conservation and accessibility.
- b) Type and frequency of management operations to achieve and sustain canopy, understorey and ground cover, and to provide reinstatement including planting where tree loss or vandalism occurs.
- c) Frequency of safety inspections, which should be at least three yearly in areas of high risk, less often in lower risk areas.
- d) Confirmation that the tree pruning work is carried out by a suitably qualified and insured tree contractor to British Standard 3998 (2010).
- e) Special measures relating to Protected species or habitats, e.g. intensive operations to avoid March – June nesting season or flowering period.
- f) Inspection for pests, vermin and diseases and proposed remedial measures.

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g) Recommendations relating to how trees within the immediate vicinity of properties or within private areas are to be protected, such that these are retained areas are to be protected such that these are retained without the loss of their canopy or value as habitat.

h) Confirmation of cyclical management plan assessments and revisions to evaluate the plan's success and identification of any proposed actions.

Reason: Required to ensure that woodland areas are satisfactorily safeguarded, managed and maintained in the long term/ in perpetuity in the interest of nature conservation and the visual amenity of the area and to accord with policies DM15, DM 19 of the Bristol Core Strategy BCS9 and the NPPF.

#### 18. BREEAM Communities

Prior to the commencement of development there shall be submitted and approved in writing by the Local Planning Authority a phasing plan for the submission of the outstanding elements of the BREEAM Communities Assessment. The elements shall be submitted to the Local Planning Authority for written approval by the registered BREEAM assessor in accordance with the approved phasing and a score of Good shall be achieved.

Within 3 months of first occupation the final post construction BREEAM communities certificate(s) indicating that a BREEAM 'Good' rating has been achieved shall be submitted to the local planning authority and approved in writing.

Reason- To ensure the development is built in a sustainable manner in accordance with BCS15 (Sustainable design and construction), and BCAP20 (Sustainable design standards).

#### 19. ENERGY STRATEGY

Prior to the commencement of each phase of development an Energy Statement shall be submitted to the Local Planning Authority to be approved in writing. The Energy Statement shall demonstrate how the energy hierarchy as set out in BCS14, has been followed, how the heat hierarchy has been applied and how a 20% reduction in carbon dioxide emissions beyond residual emissions through renewable technologies will be achieved including full technology specifications, locations and phasing of implementation to ensure that the energy to all dwellings is served by the technology. This shall include consideration of a micro-heat network.

Should an Energy Centre be proposed as part of the sustainable energy strategy, the relevant Reserved Matters submission shall include full details of its appearance, scale, layout, a Noise Assessment and Air Quality Assessment, to take full account of all nearby proposed residential accommodation and the hospital.

As part of the Reserved Matters submission for each phase of development, there shall be submitted and approved in writing by the Local Planning Authority a Sustainability Statement which will include confirmation that, and further information on, the energy strategy hereby approved is incorporated. Prior to occupation, evidence will be required demonstrating that the approved measures have been implemented, together with detail of ongoing management and maintenance to ensure the measures continue to achieve the predicted CO2 emissions reduction shall be submitted and approved in writing by the Local Planning Authority.

Reason: To ensure the development contributes to minimising the effects of, and can adapt to a changing climate in accordance with policies BCS13 (Climate change) and BC14 Sustainable

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energy), DM29 (Design of new buildings), BCAP20 (Sustainable design standards), BCAP21 (Connection to heat networks)

## 20. AFFORDABLE HOUSING

The development as a whole shall provide a total of a minimum of 30% affordable housing to be 77% social rent and 23% intermediate.

The Reserved Matters submission for each phase of development that includes residential accommodation shall include details of tenure, dwelling size and location of the affordable housing for the phase and the affordable housing so approved shall be completed before the occupation of 60% of the dwellings in that phase. Each phase of development shall include no less than 15% affordable housing.

Reason- to ensure a policy compliant provision of affordable housing ref,BCS17

## 21. TO ENSURE IMPLEMENTATION OF A PROGRAMME OF ARCHAEOLOGICAL WORKS

No development shall take place within plots B,C,D, F, G1,G2, H1,H2, I and J, (as shown on drawing no.1062 P1130 C), until the applicant/developer has secured the implementation of a programme of archaeological work, to include a landscape survey and record of all elements of airport heritage,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.

## 22. Residential sound insulation (specific – neighbouring commercial/other noise sources)

No development shall take place until an assessment on noise from existing commercial, leisure and hospital uses on the perimeter of the site has been submitted to and approved in writing by the Council.

If the assessment indicates that noise from the above sources is likely to affect residential properties as part of this application then a detailed scheme of noise mitigation measures shall be submitted to and approved in writing by the Council as part of the relevant Reserved Matters submission.

The noise assessment shall be carried out by a suitably qualified acoustic consultant/engineer and shall take into account the provisions of BS4142: 2014 Methods for rating and assessing industrial

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and commercial sound and BS 8233: 2014 Guidance on sound insulation and noise reduction for buildings.

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

Reason- to ensure a satisfactory living environment

### 23. PHASING OF PARKS WORKS

Prior to commencement of development of Plots B, C, D, F, G1, G2, H1, H2, I, J, (as shown on drawing no.1062 P1130 C), a phasing plan for the development of the park, as shown on the masterplan, shall be submitted and approved in writing by the Local Planning Authority. This phasing plan shall include the following key elements; i) Belvedere Tower, ii) Community Orchard, iii) Allotments, iv) MUGA, v) Playing Pitches and iv) Fitness Trail.

The phasing shall include provision for the playing pitches to be constructed prior to any development that involves the loss of the existing playing pitches and/or access to those playing pitches from the public highway.

The park will be developed in accordance with the approved detail and the approved phasing.

Reason- to ensure the satisfactory delivery of the open space and replacement playing pitches.

### 24. PARK- KEY ELEMENTS

Prior to the implementation of key each element as listed above, full details shall be submitted to the Local Planning Authority and approved in writing, include drainage proposals, detailed landscaping scheme, full details of any lighting – in accordance with the guidance in condition 23, elevations, plans, samples of materials as appropriate and any other relevant items of information.

The playing pitches shall be constructed in accordance with Sport England guidance.

These elements shall be constructed in accordance with the approved details and the phasing of the parks works approved under condition no.21.

Reason – To ensure a satisfactory park development, replacement sports pitches and to conserve legally protected bats and other nocturnal wildlife.

### 25 PARK FURTHER DETAILS

Prior to the commencement of development of any phase of the park, the following detail shall be submitted to, and approved in writing by the Local Planning Authority .

- i) Path network- materials, width and construction – this shall include information on the intended users for each section of path and identify a wheelchair accessible route throughout.
- ii) Detailed landscape proposals to include species, size and density at planting, bed preparation, tree pit details, after care and watering regime. The approved scheme shall be implemented so that planting is carried out within the phase in question. 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

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iii) Scheme of lighting to include information on all supports, fittings, luminaires, details shall include a lux level contour plan, and should seek to ensure no light spill outside of the site boundaries. The lux contour plan should show lux levels at frequent intervals (lux levels at 0, 0.2, 0.5, 1, 1.5, 2, 3, 4, 5 lux and higher are particularly useful) and extend outwards to additional levels (above the pre-existing background light level) of zero lux. The lux contour levels should be superimposed on a site plan which shows the location of all the areas of ecological interest which are to be retained on site and all land that is affected by raised light levels (including potentially land outside the red line planning application area).

Guidance: According to paragraph 125 (page 29) of the National Planning Policy Framework (2012), 'By encouraging good design, planning policies and decisions should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.' and lux contour diagram- this shall be designed to comply with the guidance from the Bat Conservation Trust.

iv) Park furnishing to include seating, bins and signage.

v) All boundary treatments to include ball fencing

Reason- to achieve a satisfactory park and to conserve legally protected bats and other nocturnal wildlife.

## **26. PARK – PUBLIC ACCESS**

Prior to the commencement of development of plots B,C,D, F, G1,G2, H1,H2, I and J,(ref.drawing no.1062 P113 C) details of proposals to allow continued public access to the parts of the site not to be developed, during the construction phase, shall be submitted and approved in writing by the Local Planning Authority. The proposals shall take into account the approved protection for retained trees, protection for land where trees are to be planted, and the phases of park works to be approved as set out in conditions no.21. Following completion of the works to the park, it will open for public access in perpetuity.

Reason- To enable ongoing recreational use of the site.

## **27. PARK- MANAGEMENT**

Prior to the commencement of development of the park there shall be submitted and approved in writing by the Local Planning Authority a ten year landscape and nature conservation management plan to include input from a qualified ecological consultant. The plan shall include; consideration of features of interest, objectives, management compartments and prescriptions, a work schedule including a ten year annual work plan, resourcing including a financial budget and ecological monitoring, proposed management and maintenance of all lighting and park furniture.

The development shall be carried out in accordance with the approved plan or any amendment as approved in writing by the local planning authority.

Reason: To conserve and enhance the nature conservation and landscape features on the site and ensure the satisfactory maintenance of the park

## **28. NOISE FROM FLOODLIT SPORTS PITCHES/MUGAS**

No commencement of use of the sports pitches/MUGAs shall take place until an assessment on the potential for noise from the development affecting residential properties as part of this development

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and existing residential properties in the area has been submitted to and approved in writing by the Council.

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

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

The noise assessment shall be carried out by a suitably qualified acoustic consultant/engineer and shall take into account the provisions of BS4142: 2014 Methods for rating and assessing industrial and commercial sound and of BS 8233: 2014 " Guidance on sound insulation and noise reduction for buildings".

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

## 29. SPORTS PITCHES MANAGEMENT

Prior to the commencement of the use of the sports pitches, details of a proposed management/maintenance plan for the sports pitches shall be submitted to and approved in writing by the Local Planning Authority. The plan shall cover proposals for pitch maintenance, booking mechanism and make provision for community use.

Reason- to ensure the provision of good quality sports provision to serve existing and future residents.

## 30. COMMUNITY BUILDING

Prior to the demolition of the scout hut or rugby club pavilion or completion of the construction of the sports pitches and/or MUGA, whichever is sooner, full details of the proposed community building , (to include plans, elevations, curtilage, boundary treatment, external lighting, materials and any other relevant items), shall be submitted and approved in writing by the Local Planning Authority. The building shall include changing room facilities designed to Spot England standards and be served by secure and weather proof cycle parking.

The building shall be constructed in accordance with the approved details and be provided and available for use prior to the demolition of the scout hut, rugby club pavilion completion of the sports pitches or MUGA, whichever is the sooner, in accordance with the approved detail.

Reason- to ensure satisfactory accommodation for community uses, replacement floor space for the scouts and replacement changing facilities to serve the sports pitches and MUGA.

## 31. BROADBAND

Each Reserved Matters submission shall include evidence that full fibre broadband will be provided to each dwelling and all non-residential floor space- as appropriate.

Reason- To ensure that the development benefits from full fibre connectivity for high-speed broadband in accordance with BCS15

## 32. DESIGN CODES

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Each Reserved Matters submission shall include detailed Statement setting out how each element of the Design Codes, hereby approved, has been taken into account in the final design of the development.

Reason- In order to secure a good quality development in the interests of visual amenity and highway safety.

### 33. OVERHEATING ANALYSIS

Each Reserved Matters submission shall include an overheating risk analysis. This should be based on a recognised methodology such as CIBSE TM52 or appropriate equivalent (using the most up-to-date version, and climate projections available at the time of the assessment/application).

Where an overheating risk is identified appropriate mitigation measures which avoid the need for mechanical cooling, should be incorporated into the design.

Reason - In the interest of health.

### 34. RESIDENTIAL SOUND INSULATION (GENERAL)

All recommendation detailed in the Noise Assessments submitted with the application with regards to sound insulation taking account of existing and predicted road noise, to take into account and ventilation of residential properties shall be implemented in full prior to the commencement of the use permitted and be permanently maintained. Each Reserved Matters submission shall include details of the relevant sound insulation and ventilation measures.

Reason- to ensure a satisfactory living environment

### 35. PUBLIC ART

Prior to the commencement of development a phasing plan for the submission of, and delivery of, public art for the development shall be submitted and approved in writing. This shall include a Public Art plan which will provide information on the commissioning, integration of public art within the development, and environs, timetable for those works and details of the future maintenance responsibilities and requirements. The delivery of public art shall then be carried out in full accordance with the agreed Public Art Plan unless otherwise agreed in writing by the Local Planning Authority. The proposals should be informed by the airport heritage of the site.

Reason: to ensure the provision of public art in the landscape design and buildings and in pursuance of BCC's public art policy

### 36. WAYFINDING SIGNAGE

Prior to first occupation of the residential element of the development hereby permitted, a scheme of Wayfinding signage, a phasing plan for its implementation and maintenance schedule for the signage, shall be submitted and approved in writing by the Local Planning Authority. The signage shall be implemented in accordance and maintained in accordance with this approval.

### 37. CONTAMINATION

No individual phase of development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the relevant phase of

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development 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 risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors. This is in line with paragraph 170 of the National Planning Policy Framework.

#### 38. UNEXPECTED CONTAMINATION

If, during development, contamination not previously identified is found to be present at the site then no further development of that phase 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.

#### Reasons

To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site in line with paragraph 170 of the National Planning Policy Framework.

#### 39. VERIFICATION

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Prior to any phase of the permitted development being occupied 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.

**Reasons**

To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 170 of the National Planning Policy Framework.

**40. TO ENSURE COMPLETION OF A PROGRAMME OF ARCHAEOLOGICAL WORKS**

No building in any phase shall be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition 20 and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

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

**41. SUDS**

Each Reserved Matters submission shall include a detailed Sustainable Drainage Strategy in accordance with the submitted Outline Drainage Strategy. The Strategy shall include a detailed design, management and maintenance plan of surface water drainage for the site using SuDS methods. The approved drainage system shall be implemented in accordance with the approved Sustainable Drainage Strategy prior to the occupation of development 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 development.

**42. EMPLOYMENT FLOOR SPACE**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and/or re-enacting that Order) the plot shown on the Regulatory Plan showing uses for B1 Office use on upper floors, shall only be used for B1a), B1 b) and B1 c) and for no other purpose.

Reason: This use only is permitted and other uses, permitted by the Town and Country Planning (GPD) Order 2015 are not acceptable to the Local Planning Authority in this location because of the need to provide employment floor space in accordance with the development plan.

43 .The employment floor space hereby permitted shall be designed to enable a minimum sized unit of 50m2 to be accommodated.

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Reason- In order to allow maximum flexibility for potential occupiers

**44. EVCG**

Each Reserved Matters submission will include detailed proposals for the provision of Electrical Vehicle Charging Points at 5% of the parking provision.

Reason- to enable the use of electrical vehicles in the interests of air quality

**45. WHEELCHAIR UNITS**

Each Reserved Matters submission for residential development shall include 3% units either to wheelchair standards or adaptable to wheelchair standards- Building Regulations Part M4(2) or M4(3). A plan showing where these are to be located across the site as a whole should be submitted and approved in writing prior to the commencement of development with full details included in the submission for each relevant Reserved Matters.

Reason- In order to provide accessible development in the interests of equalities.

**46. RETAIL FLOORSPACE**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and/or re-enacting that Order) the amount of retail floor space- Use Class A1- shall not exceed a total of 825m<sup>2</sup> gross and no individual unit in A1 use shall exceed 414m<sup>2</sup> gross.

Reason: In accordance with the Retail Impact Assessment to prevent an impact on the vitality and viability of designated centres in accordance with DM7.

Advice – In accordance with Class V of Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and/or re-enacting that Order), where a flexible use for the ground floors, indicated on the Regulatory Plan covering uses, is permitted, the use of that ground floor ten years after the grant of consent shall be the permanent permitted use and no other change is permitted (Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and/or re-enacting that Order) .

**47. OTHER NON RESIDENTIAL FLOOR SPACE**

The combined floor area of the ground floor areas, as shown on the Parameter Plan showing uses, as being in either an A Use Class or D1 Use Class, in use for the purposes of Use Classes A2, A3, A4 or A5 shall not exceed 1,499m<sup>2</sup> gross and no individual unit should exceed 200m<sup>2</sup> gross in area.

Reason- In the interests of the vitality and viability of designated centres in accordance with DM7.

**48. NOISE FROM COMMERCIAL PREMISES**

Each Reserved Matters application for a phase containing non-residential uses shall include an assessment on the potential for noise from the development affecting residential properties as part of this development and existing residential properties in the area.

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The assessment shall include noise from:

Ventilation, refrigeration and air conditioning plant or equipment

Servicing (deliveries and refuse collections)

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

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

The noise assessment shall be carried out by a suitably qualified acoustic consultant/engineer and shall take into account the provisions of BS4142: 2014 Methods for rating and assessing industrial and commercial sound and of BS 8233: 2014 " Guidance on sound insulation and noise reduction for buildings". See Advice note 3.

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

Reason- in order to achieve a satisfactory living environment

**49. ODOUR (A3 AND A4 USES)**

In the event that A3 and A4 uses occupy the non-residential floor space, no equipment for the extraction and dispersal of cooking smells/fumes shall be installed until details including method of construction, odour control measures, noise levels, its appearance, finish and odour management plan have been submitted to and been approved in writing by the Local Planning Authority.

The odour management plan shall set out odour monitoring, extraction system cleaning and maintenance, filter replacement policies and mitigation measures to be taken should an odour nuisance be established.

The approved scheme shall be installed before the installation of any such equipment and thereafter shall be managed as approved.

Guidance on flues for the dispersal of cooking smells can be gained at 'Guidance on the Control of Odour & Noise from Commercial Kitchen Exhaust System' Published electronically by Department for Environment, Food and Rural Affairs. Product Code PB10527.

<http://www.defra.gov.uk/environment/noise/research/kitchenexhaust/pdf/kitchenreport.pdf>

Reason- to achieve a satisfactory living environment

**50. OPENING HOURS (COMMERCIAL USES) HOURS OF USE**

No customers shall remain on the premises of the non- residential uses hereby permitted outside of the hours of 23.00 to 8.00 Monday to Sundays.

Reason: To safeguard the amenities of nearby occupiers

**51. OUTDOOR DINING/EATING AREAS (COMMERCIAL USES)**

**Development Control Committee A – 27 February 2019**  
**Application No. 18/03537/PB : Hengrove Park Hengrove Way Bristol**

There shall be no use of any outdoor eating or drinking areas associated with any A3, A4 or A5 use after 22.00 on any day.

Reason- In order to achieve a satisfactory living environment

**52. SERVICING AND REFUSE STORAGE – ALL USES**

Each Reserved Matters submission shall include a Waste and Recycling Management Strategy that complies with the City Council's Waste and Recycling, Collection and Storage Facilities, Guidance for developers, owners and occupiers, February 2017. Stores for refuse and recycling should be designed to be integral to the front of dwellings in a location which complies with collection guidelines.

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

**53. USE OF REFUSE AND RECYCLING FACILITIES (NON-RESIDENTIAL USES)**

Activities relating to the collection of refuse and recyclables and the tipping of empty bottles into external receptacles shall only take place between 08.00 and 20.00 Monday to Saturday and not at all on Sundays or Bank Holidays.

**54. DELIVERIES (NON-RESIDENTIAL USES)**

Activities relating to deliveries in connection with the non- residential uses hereby permitted shall only take place between 08.00 and 20.00 Monday to Saturday and not at all on Sundays or Bank Holidays.

**55. NOISE FROM PLANT & EQUIPMENT AFFECTING RESIDENTIAL**

The rating level of any noise generated by plant & equipment as part of the development shall be at least 5 dB below the pre-existing background level at any time at any residential premises.

Any assessments to be carried out and be in accordance with BS4142: 2014 Methods for rating and assessing industrial and commercial sound.

**56. ARTIFICIAL LIGHT (EXTERNAL)**

The Reserved Matters application for each phase of development shall include a report detailing the lighting scheme and predicted light levels at neighbouring residential properties.

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 – to achieve a satisfactory living environment

**57. TRAVEL PLAN- Non Residential floor space**

Prior to the commencement of use of the non-residential floor area hereby permitted (Use Classes A1, A2, A3, A4, A5, B1 and D1), there shall be submitted to, and approved in writing by the Local Planning Authority, a Travel Plan which is in accordance with the immediate, continuing and long-term measures set out in the Framework Travel Plan and will promote and encourage alternatives to

**Development Control Committee A – 27 February 2019**  
**Application No. 18/03537/PB : Hengrove Park Hengrove Way Bristol**

single-occupancy car use. The approved Travel Plan shall then be implemented, monitored and reviewed in accordance with the agreed Travel Plan Targets to the satisfaction of the council.

Reason: In order to deliver sustainable transport objectives including a reduction in single occupancy car journeys and the increased use of public transport, walking and cycling.

**57. Cycle Parking Provision**

Each Reserved Matters application shall include full details of cycle parking, to comply with adopted standards and the council's adopted guidance on Cycle Parking.

Reason- to support sustainable forms of transport

**APPROVED PLANS AND DOCUMENTS**

To follow.

## **Supporting Documents**

### **1. Hengrove Park, Hengrove Way, Bristol**

1. Appendix B
2. Appendix C
3. Site Allocations and Development Policies

## APPENDIX B

### Hengrove and Whitchurch Neighbourhood Plan- Adopted 14<sup>th</sup> February 2019

#### Masterplan Moves



##### **1. Link North to South:**

Addressing the impermeability of the site currently by connecting it with its surroundings. Routes through the site are not necessarily all vehicular and in fact should avoid disrupting the continuity of the park.

However, legible and direct routes which link Hengrove Way, Whitchurch and Bamfield are necessary if this is to become an integrated part of the overall area.



##### **2. Create a Centre:**

Existing facilities at the Hospital and the Leisure Centre set a precedent for the location and scale of public and active buildings. Combined with good access to the park and some additional retail/business and residential development, a new local centre can provide easy access to facilities for existing and new residents.



##### **3. Open Space Quality & Character:**

While the existing park offers a large amount of space, there are significant improvements that can be made to the quality and variety of park spaces.

Greater contrast should be created between different parts of the park ensuring that a variety of open space types are established allowing for a range of activities and uses.



##### **4. Establish residential character & density difference:**

A variety of building types, heights and locations can be used to create distinct residential areas in the masterplan and avoid a development which looks the same everywhere.

Since different people need or prefer different types and sizes of houses or apartments, this range of building types in different locations will also help attract and provide for a diverse mix of people, helping create a balanced and interesting community.



**5. Consider the edge conditions:**

The variety of development and locations around the park offers the opportunity to create different relationships with the park ranging from formal, plazas and streets which overlook the park to very close relationships with nature where existing buildings sit adjacent to wild areas.

# Hengrove Park

summary of outline planning application

[www.bristol.gov.uk/plansforhengrove](http://www.bristol.gov.uk/plansforhengrove)





## site location

The scope of this project is to secure Outline Planning Permission with access and strategic landscaping detailed, and all other matters reserved

1062 : Hengrove Park



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## site location

The site application area is ~49 ha.



**01** aerial view of the site, looking south



**02** aerial view of the site, looking north

## Hengrove Park

**key:**

— site boundary

1062 : Hengrove Park



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Sandilands



**A** view towards the Hengrove Park Leisure Centre and the South Bristol Community Hospital



**B** panoramic view looking north-east



**C** panoramic view looking east towards the Hengrove Park Leisure Centre



**D** panoramic view looking south west towards the South Bristol Community Hospital



**E** view along the existing runway looking east



**F** existing running track



**G** mature trees along eastern edge of the site



**H** view looking over the site

# existing site photos



# overview of the illustrative masterplan



early sketch of Hengrove Park looking west



This planning application seeks to secure an outline planning application with access and strategic landscape detailed for a policy-compliant housing led scheme with the following approximate mix of units and tenures:

type of housing unit	overall number of housing units to be provided (all tenures)	number of affordable housing units to be provided (30%)	of which, number which will be Social Rented (77%)	of which, number which will be Shared Ownership (23%)
1 bed flat	466	140	108	32
2 bed flat	464	139	107	32
2 bed house	81	24	18	6
3 bed house	401	120	93	27
4 bed house	56	17	13	4
FOG unit	32	10	8	2
Total	1500	450	347	103

The proposal also provides for the provision of a 19.3ha high quality park (plus 4.6ha of other open space), up to 4,515m2 of office accommodation, up to 2,440m2 of retail accommodation, up to 4,500m2 of education floorspace for the expansion of City of Bristol Skills Academy, transport infrastructure and areas of formal and informal public open space.

Design codes accompany the Outline Planning Application to promote high quality development whilst providing an appropriate level of flexibility to allow the design to be tailored at Reserved Matters Application stage.

## overview of the scheme

## **FIXED:**

(i.e. to be secured at Outline Planning Application stage)

### **Uses**

- Education use – up to 4,500 sqm
- Community use (D1) within the park – up to 790sqm
- Retail and community facilities (A-uses or D1) up to 2,440 sqm on bookend sites
- Employment (B1) – up to 4,515sqm
- Residential – up to 1,500 units including 30% affordable housing

### **Energy Centre**

- The Outline Energy Strategy will respond to current policy, promoting a heat network if technically and financially viable.

### **Strategic Landscape (incl. Sustainable Drainage)**

- The design principles of the strategic landscaping will be clearly defined. The Park along with other areas of Public Open Space will have an area of 23.9 ha with the total site area being 49 ha.

### **Access**

- This will be off Hengrove Way, Bamfield, Hengrove Promenade and The Boulevard. All access to the site will be detailed in the planning application. New footways and cycleways will be incorporated.

### **Design Codes and Parameter Plans**

A series of Design Codes and Parameter Plans will be approved as part of the Outline Application consent. Conditions will be attached to the Outline consent stating that the principles set out in Design Codes and Parameter Plans will be adhered to at Reserved Matters unless otherwise agreed with the Planning Authority.

### **Parameter Plans include:**

- Regulatory Plan
- Site Structure
- Building Heights
- Land Use
- Access and Movement
- Tree Removal and Retention Plan
- Tree Planting Principles
- Character Areas
- Illustrative Site Plots

## **Outline Planning Application Approach**

What we are proposing to fix at this stage vs.  
what will be treated as Reserved Matters

## Design Codes:

(What the Design Code will cover)

### Street design codes:

The design codes will guide the following:

- site access
- public realm design
- soft landscaping within the public realm and streetscape
- parking strategies
- refuse/recycling/cycle storage
- SUDS integration
- building frontage line (front threshold and boundary)

### Building design codes:

The design codes will guide the principles of the building performance. Examples of which are:

- building form/massing – showing heights, where there should be apartment buildings v housing
- entrance location and boundary treatments – clarifying threshold treatments and location of front doors.
- building material types
- floor to floor heights
- location of primary living spaces overlooking streets
- window sizes – setting rules for sizes to ensure quality visual appearance and encourage standardisation
- amenity provision for apartments – setting standard as per the Consultation draft of the Urban Living SPD
- Secured by Design
- inclusive access considerations
- building typologies: townhouses, mews, apartment blocks, self-build units, podium blocks, lateral-houses (side garden), vertical houses (roof gardens), substations, energy centre and pumping station

## Outline Planning Application Approach

What we are proposing to fix at this stage vs.  
what will be treated as Reserved Matters

1062 : Hengrove Park



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# RESERVED MATTERS:

(I.e. to be determined at Reserved Matters Planning Application Stage)

## Layout

- final layout and detailed hard and soft landscape design
- final unit numbers and mix of unit sizes

## Scale

- Scale of buildings to be specified within Design Codes to be adapted by way of Condition with reference to minimum and maximum dimensions for height, width and length for different building typologies.

## Appearance

- Appearance and materials

## Parking (quantity and format of provision)

- Quantity and location of parking has been included within the Design Codes based upon adopted Local Plan standards (circa 1.25-1.5 spaces/dwelling dependent upon housing mix). Final quantity and location will be dealt with in the Reserved Matters application.

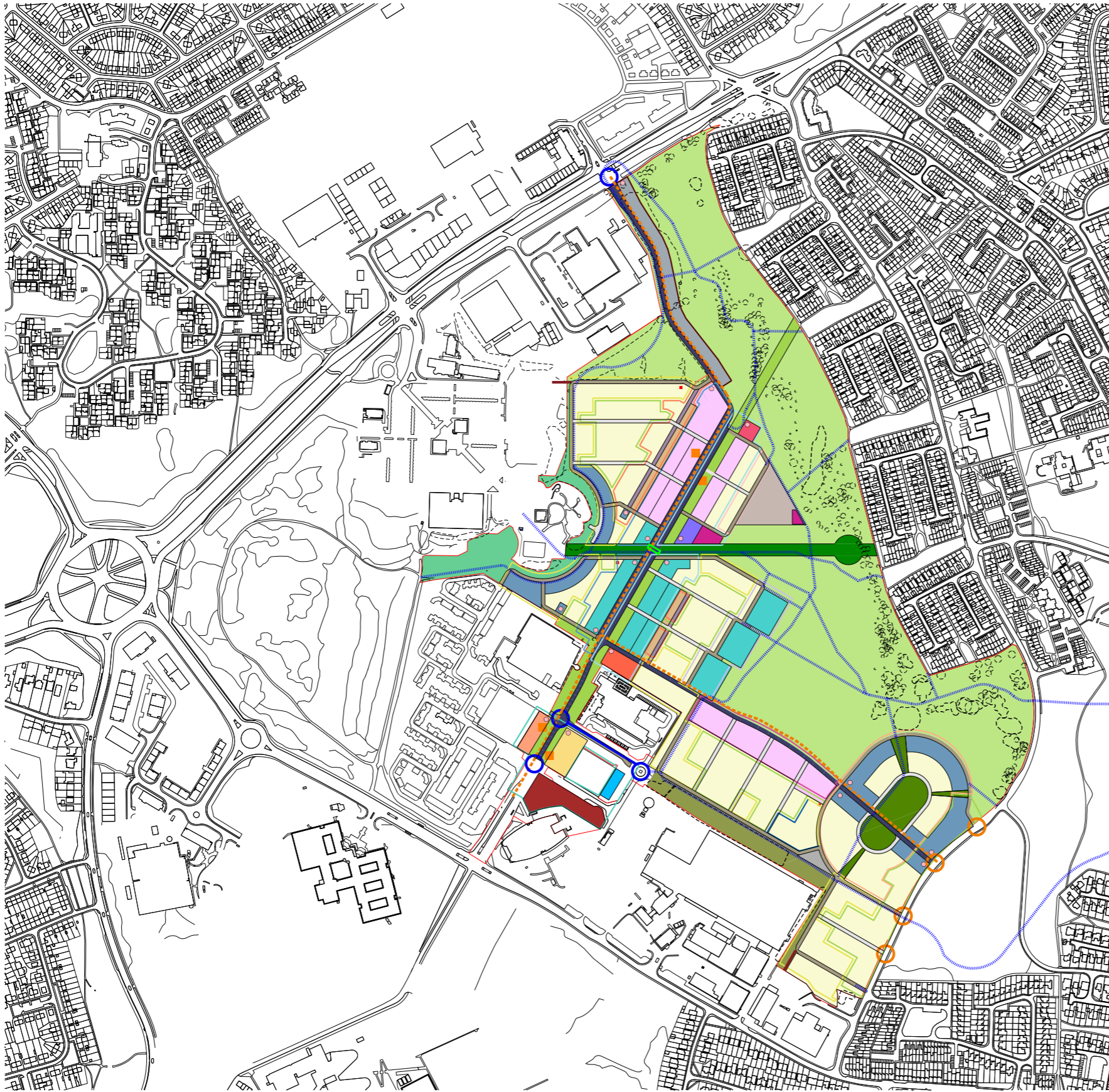
## Drainage strategy

- Final drainage strategy

## Outline Planning Application Approach

What we are proposing to fix at this stage vs.  
what will be treated as Reserved Matters





- site structure
- site boundary
  - focal building
- land use & building heights
- townhouses; use class C3(a), height; up to 3-storeys, 13.00 from G.L.
  - townhouses; use class C3(a), height; up to 2-storeys, 8.00 from G.L.
  - townhouses; use class C3(a), height; minimum 3-storeys, 12.00 from G.L.
  - townhouses or flat over garage unit; use class C3(a), height; up to 3-storeys, 13.00 from G.L.
  - townhouses or apartments; use class C3(a), height; min 3-storeys, up to 5 storeys, 20.00 from G.L.
  - apartments; use class C3(a), height; min 3-storeys, up to 5 storeys, 20.00 from G.L.
  - apartments; use class C3(a), height; min 5-storeys, up to 6 storeys, 24.00 from G.L.
  - apartments; use class C3(a), height; min 5-storeys, up to 6 storeys, 24.00 from G.L. + GF retail (use class A)
  - apartments; use class C3(a), height; min 3-storeys, up to 5 storeys, 20.00 from G.L. + GF community (use class D1)
  - community (use class D1), height; up to one storey, 6.00m from G.L.
  - pumping station (use class sui generis), height; up to 7.00m from G.L.
  - apartments; use class C3(a), height; min 3-storeys, up to 5 storeys, 20.00m from G.L. + GF energy centre (use sui generis), stack height: 27.00m (min) above G.L.
  - educational facility (use class D1), height; up to three storeys, 15.00m from G.L.
  - office; use class B1, height; min 3-storeys, up to 5 storeys, 25.00m from G.L. + GF retail or community use (use class A or D1)
  - apartments use class C3(a), height; min 3-storeys, up to 5 storeys, 25.00m from G.L. + GF retail or community use (use class A or D1)
  - substation (approx location)

- character areas
- Park Road
  - Perimeter Street
  - Mews Street
  - Living Street
  - The Avenue (east)
  - The Avenue (west)
  - Parkside
  - Park Edge (west)
  - Park Edge (south)
  - Village Green
  - Hengrove Community Hub
  - Street Crescent
  - Barnfield

- junctions
- new junction
  - upgraded junction

- street hierarchy
- primary street
  - tertiary/perimeter street
  - tertiary/living street

- access & movement
- dedicated cycle path
  - pedestrian-only route
  - bus gate
  - bus stop

- landscape
- root protection zone
  - Hengrove Park
  - Allotments
  - Village Green
  - The Avenue
  - The Runway
  - Play Park

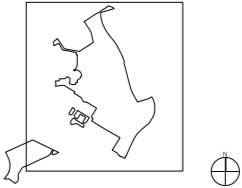
rev	date	by	revisions
A	03.09.18	DM	substation added to key
B	08.10.18	DM	office use removed from educational facility use, building heights updated, route of pedestrian path updated.
C	03.12.18	DM	site boundary updated

notes

refer to topographic survey for G.L.

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LSD Standard Frame v1 - 11.10

key plan



project  
Hengrove Park & Hartcliffe Campus

client

AECOM

architect

Lifschutz  
Davidson  
Sandilands

Island Studios  
22 St. Peter's Square  
London W6 9NW  
United Kingdom  
T +44 (0)20 8600 4800  
mail@lds-uk.com

drawing title

Hengrove Park  
regulatory plan

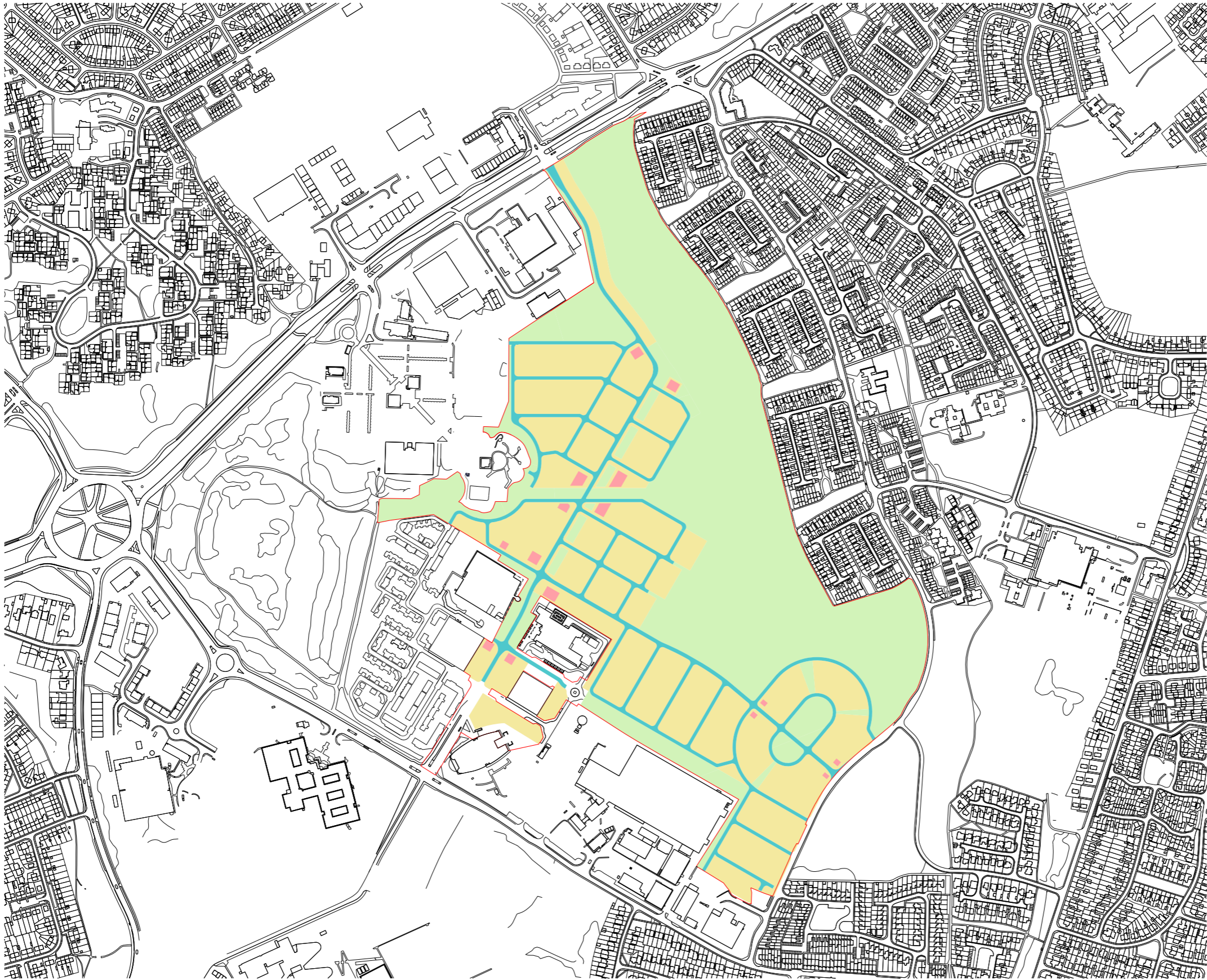
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job no.	drawing	rev.
1062	P1140	C

# parameter plans - regulatory plan



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rev date by revisions

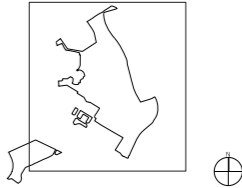
A 03.12.18 DM site boundary updated

- key
- site boundary
  - development block (buildings/private space)
  - public realm (green open space)
  - public realm (street)
  - focal building

notes

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key plan



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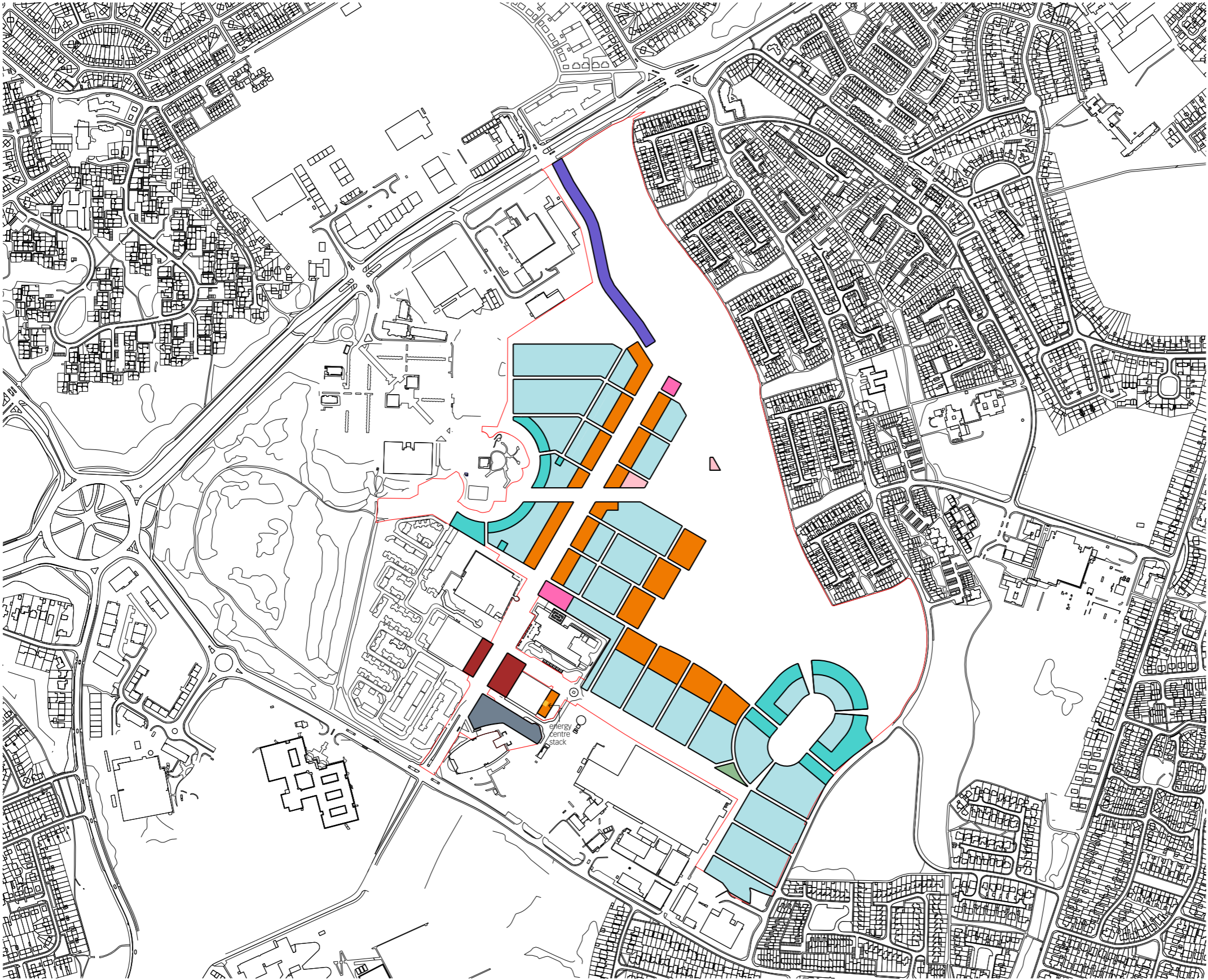
architect  
**Lifschutz Davidson Sandilands**  
Island Studios  
22 St. Peter's Square  
London W6 9NW  
United Kingdom  
T +44 (0)20 8600 4800  
mail@lids-uk.com

drawing title  
Hengrove Park  
site structure

scale at A1	scale at A3	drawn	date
1:3000	1:6000	DM	15.05.18

job no.	drawing	rev.
1062	P1127	A

# parameter plans - site structure



rev	date	by	revisions
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A	08.10.18	DM	building heights updated.
B	03.12.18	DM	site boundary updated

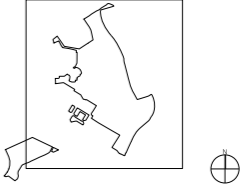
- key:
- site boundary
  - pumping station, up to 7,00 m from G.L.
  - energy centre stack, 27,00 m (min.) above G.L.
  - up to one storey, 6,00 m from G.L.
  - up to two storeys, 8,00 m from G.L.
  - up to three storeys, 13,00 m from G.L.
  - up to three storeys, 15,00 m from G.L.
  - minimum three storeys 12 m from G.L.
  - up to five storeys (min. three storeys), 20,00 m from G.L.
  - up to five storeys (min three storeys), 25,00 m from G.L.
  - up to six storeys (minimum five storeys ), 24,00 m from G.L.

notes

refer to topographic survey for G.L.

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key plan



project  
Hengrove Park & Hartcliffe Campus

client  
AECOM

architect  
**Lifschutz Davidson Sandilands**  
Island Studios  
22 St. Peter's Square  
London W6 9NW  
United Kingdom  
T +44 (0)20 8600 4800  
mail@lids-uk.com

drawing title  
Hengrove Park  
building heights

scale at A1	scale at A3	drawn	date
1:3000	1:6000	DM	08.06.18

job no.	drawing	rev.
1062	P1122	B

# parameter plans - building heights



rev	date	by	revisions
A	03.09.18	DM	key colours updated
B	08.10.18	DM	office use removed from educational facility use.
C	03.12.18	DM	site boundary updated

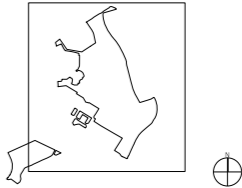
key:

- site boundary
- townhouses, Use class C3(a)
- apartments, Use class C3(a)
- townhouses or apartments, Use class C3(a)
- FOG units or townhouses, Use class C3(a)
- apartments + GF energy centre, Use class C3(a) + Sui Generis
- pumping station, Use class Sui Generis
- apartments + GF retail, Use class C3(a) + A
- apartments + GF community use, Use class C3(a) + D1
- community use, Use class D1
- office + GF retail or GF community use, Use class A + B1 + D1
- apartments + GF retail or GF community use, Use class A + C3(a) + D1
- educational facility, Use class D1
- substation, Use class Sui Generis

notes

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key plan



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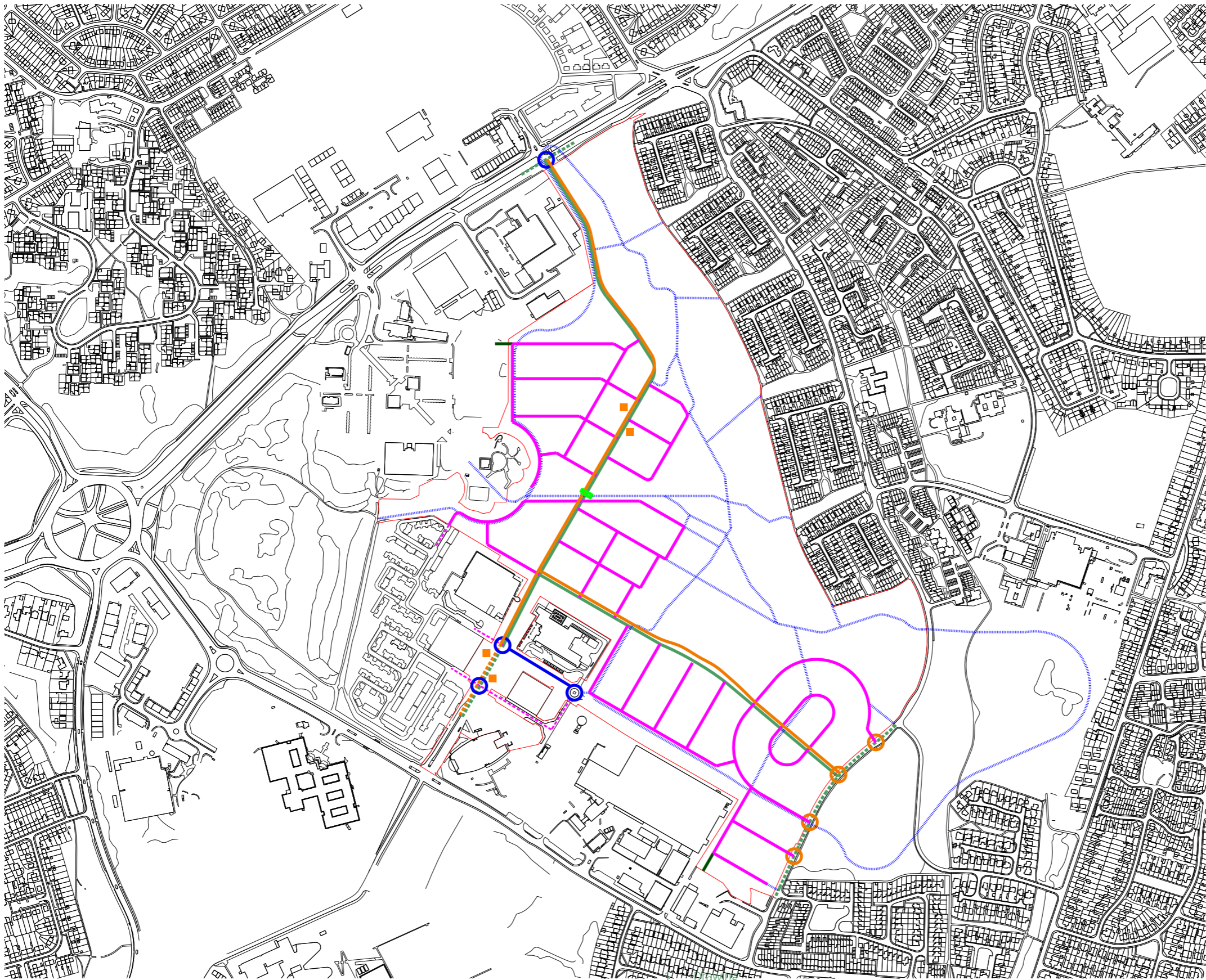
architect  
**Lifschutz Davidson Sandilands**  
Island Studios  
22 St. Peter's Square  
London W6 9NW  
United Kingdom  
T +44 (0)20 8600 4800  
mail@lds-uk.com

drawing title  
Hengrove Park  
land use

scale at A1	scale at A3	drawn	date
1:3000	1:6000	DM	08.06.18

job no.	drawing	rev.
1062	P1121	C

# parameter plans - land use



rev	date	by	revisions
A	08.06.18	AMS	added pedestrian links and tertiary street to kler development
B	19.06.18	DM	bus stop locations updated
C	08.10.18	DM	route of pedestrian path updated
D	03.12.18	DM	site boundary updated

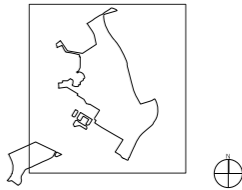
key

- site boundary
- existing primary street
- proposed primary street
- existing tertiary street
- proposed tertiary street
- reconfigured street
- reconfigured existing junction
- new junction with existing network
- existing dedicated cycle path
- proposed dedicated cycle path
- bus gate
- illustrative bus stop location
- potential future connection
- pedestrian path

notes

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key plan



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Hengrove Park & Hartcliffe Campus

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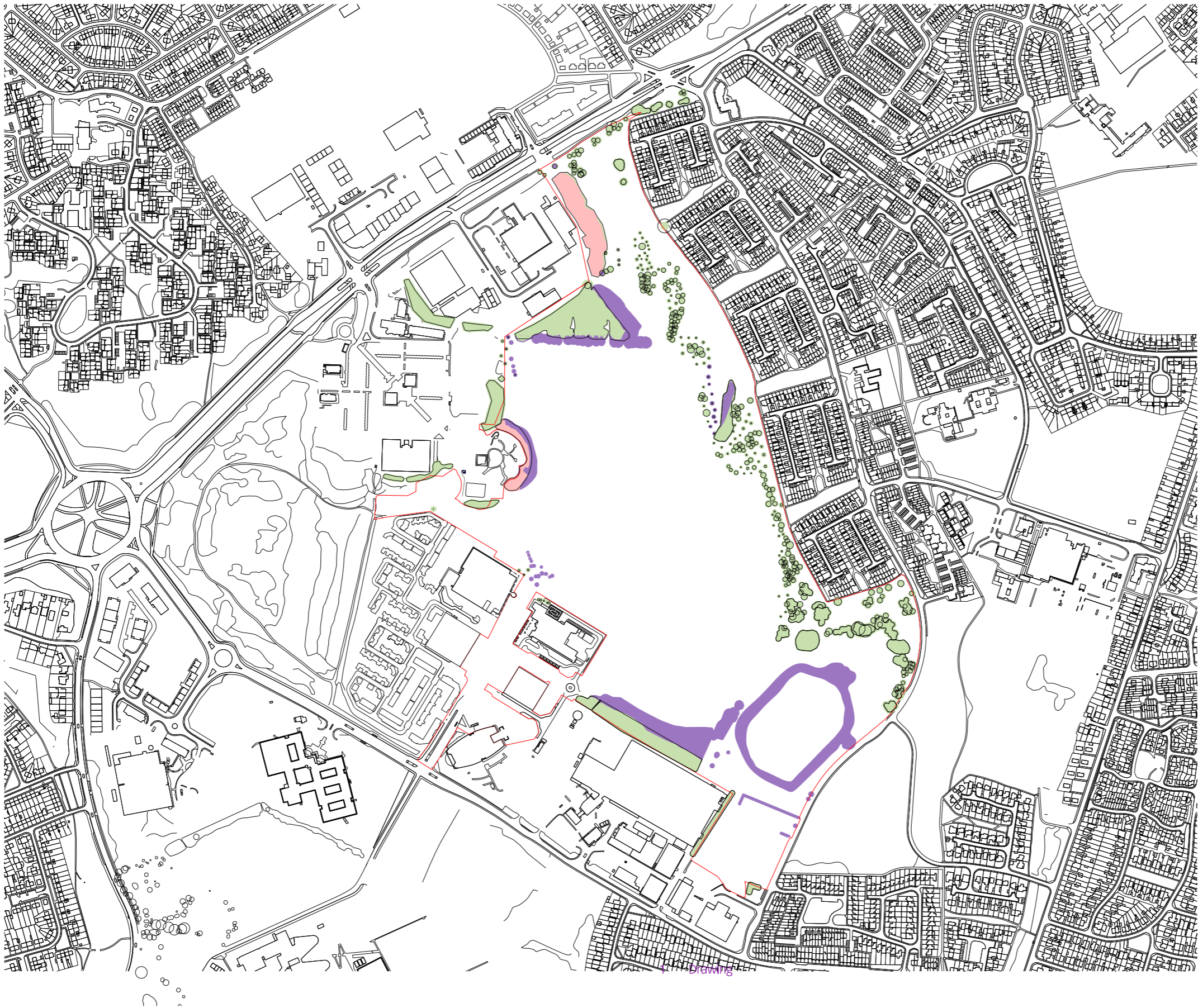
architect  
**Lifschutz Davidson Sandilands**  
Island Studios  
22 St. Peter's Square  
London W6 9NW  
United Kingdom  
T +44 (0)20 8600 4800  
mail@lids-uk.com

drawing title  
Hengrove Park  
access and movement

scale at A1	scale at A3	drawn	date
1:3000	1:6000	DM	08.06.18

job no.	drawing	rev.
1062	P1123	D

parameter plans - access and movement



rev date by revisions

A 03.12.18 DM site boundary updated

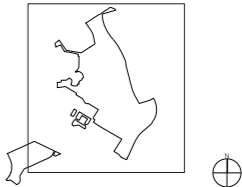
notes

key

- site boundary
- trees to be removed
- trees to be retained
- tree clusters to be thinned out
- root protection zone

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key plan



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Hengrove Park & Hartcliffe Campus

client

AECOM

architect

Lifschutz  
Davidson  
Sandilands

Island Studios  
22 St. Peter's Square  
London W6 9NW  
United Kingdom  
T +44 (0)20 8600 4800  
mail@lds-uk.com

drawing title

Hengrove Park  
tree removal and retention plan

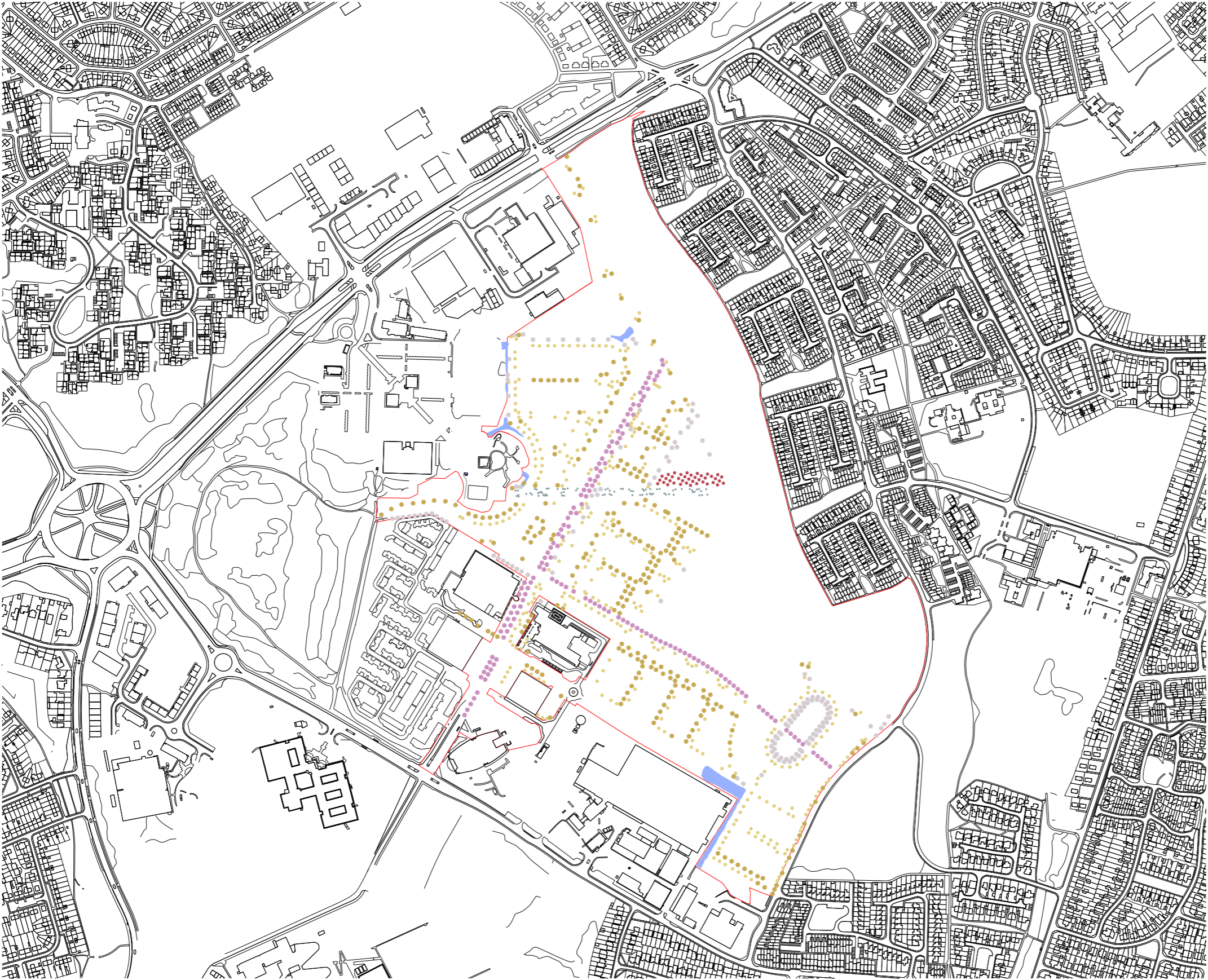
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job no.	drawing	rev.
1062	P1124	A

**parameter plans** - tree removal and retention plan  
approx. 1526 trees to be removed



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Sandilands



rev date by revisions

A

04.09.18

DM

drawing title updated

B

29.11.18

DM

tree layout and site boundary updated

key:

Orchard trees: 20cm circumference, 3-4m height, 1-2m spread

Coppice trees: multi-stem trees, 2-3m height, 1-2m spread

Small trees: 25-30cm circumference, 4-5m height, 2-3m spread

Medium trees: 25-30cm circumference, 4-5m height, 2-3m spread

Climax trees: 25-30cm circumference, 4-5m height, 2-3m spread

Climax trees: 30-35cm circumference, 7-9m height, 2-3m spread

Woodland areas: a mixture of native trees, feathered whips

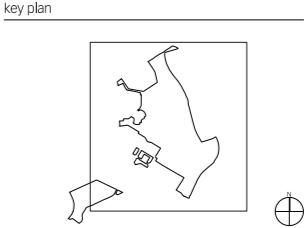
Tree sizes are indicative and subject to conditions

notes

key

site boundary

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LSD Standard Frame v1 - 11.10



project

Hengrove Park & Hartcliffe Campus

client

AECOM

architect

Lifschutz Davidson Sandilands

Island Studios  
22 St. Peter's Square  
London W6 9NW  
United Kingdom  
T +44 (0)20 8600 4800  
mail@lids-uk.com

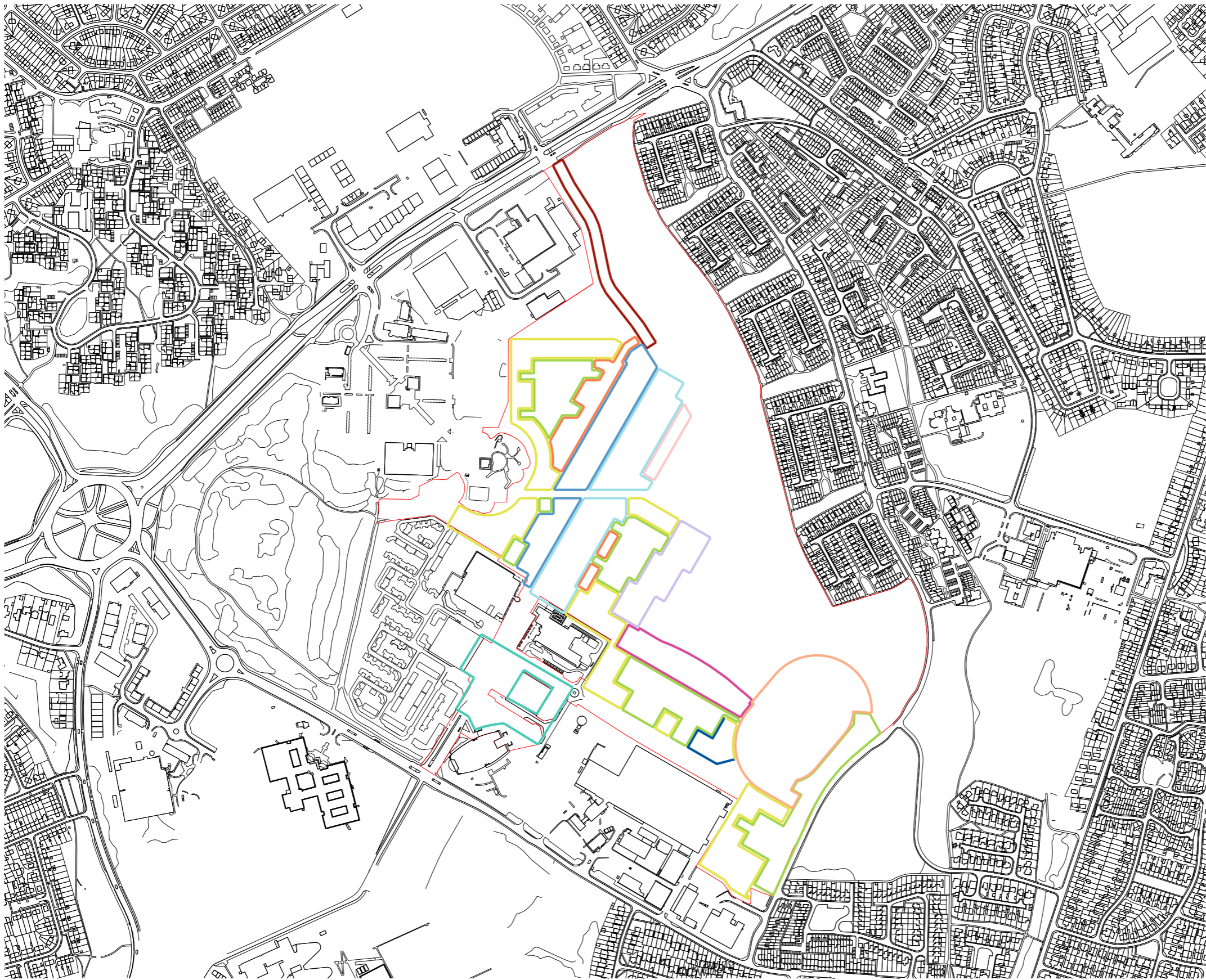
drawing title

Hengrove Park  
tree planting principles

scale at A1	scale at A3	drawn	date
1:3000	1:6000	DM	08.06.18
job no.	drawing	rev.	
1062	P1125	B	

parameter plans - tree planting principles

approx. 1076 new trees to be planted plus 3,900 sqm of new woodland



rev	date	by	revisions
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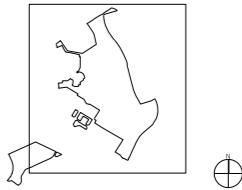
A	03.09.18	DM	road structure added for reference
B	03.12.18	DM	site boundary updated

- key:
- site boundary
  - Park Road
  - Perimeter Street
  - Mews Street
  - Living Street
  - The Avenue (east)
  - The Avenue (west)
  - Parkside
  - Park Edge (west)
  - Park Edge (south)
  - Village Green
  - Hengrove Community Hub
  - Street Crescent
  - Barnfield

notes

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LSD Standard Frame v1 - 11.10

key plan



project  
Hengrove Park & Hartcliffe Campus

client  
AECOM

architect  
**Lifschutz Davidson Sandilands**  
Island Studios  
22 St. Peter's Square  
London W6 9NW  
United Kingdom  
T +44 (0)20 8600 4800  
mail@lds-uk.com

drawing title  
Hengrove Park  
character areas

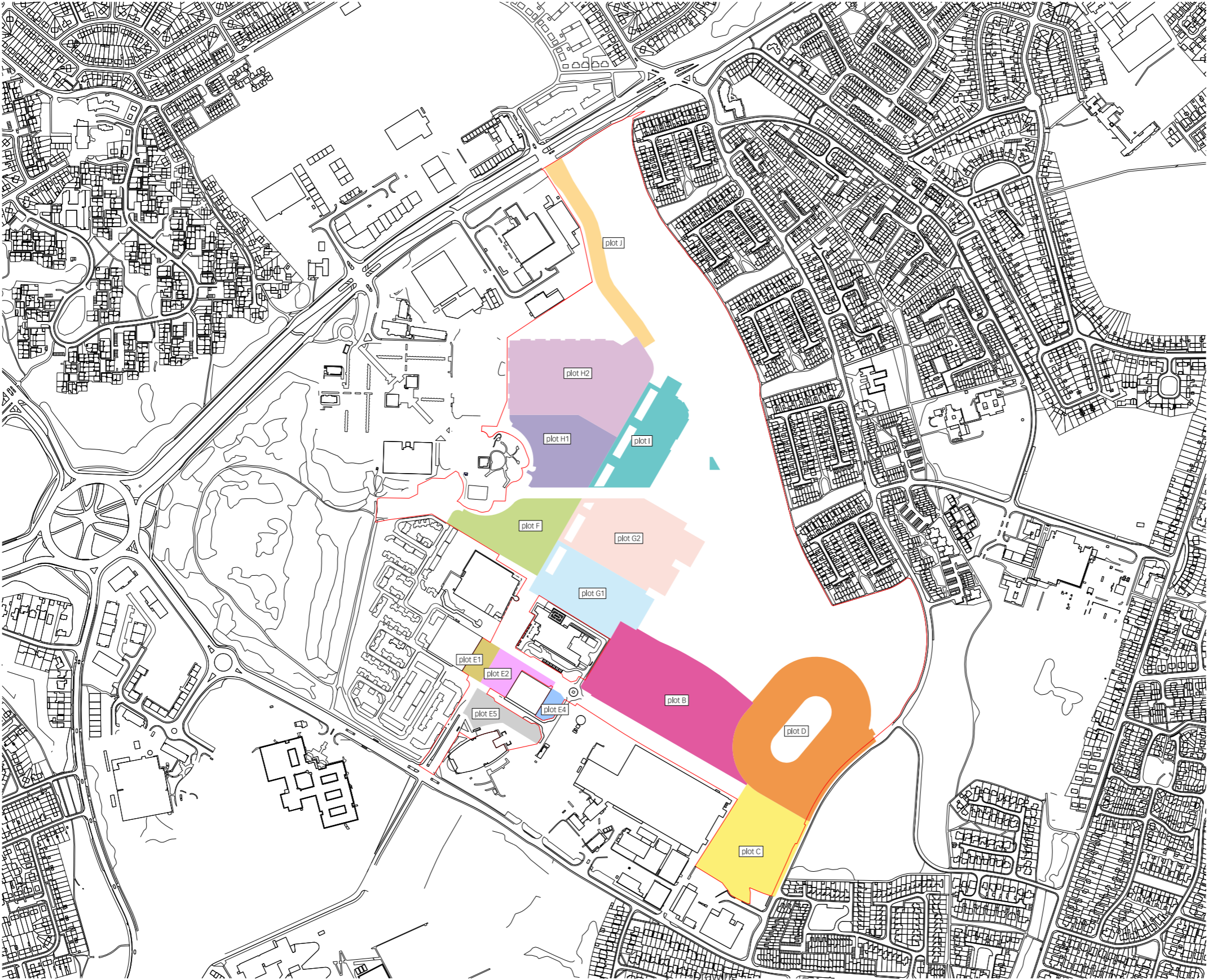
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1:3000	1:6000	AMS	08.06.18

job no.	drawing	rev.
1062	P1141	B

# parameter plans - character areas



Lifschutz Davidson Sandilands



rev	date	by	revisions
A	03.12.18	DM	site boundary updated

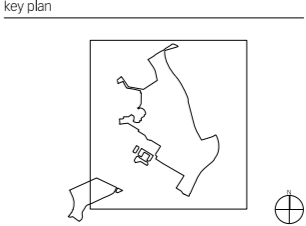
site boundary
site boundary
plot B
plot C
plot D
plot E1
plot E2
plot E4
plot E5
plot F
plot G1
plot G2
plot H1
plot H2
plot I
plot J

notes

plot A1 and A2 are located on Hartcliffe Campus (separate site)

plot E3 does not exist

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project

Hengrove Park & Hartcliffe Campus

client

AECOM

architect

Lifschutz Davidson Sandilands

Island Studios  
22 St. Peter's Square  
London W6 9NW  
United Kingdom  
T +44 (0)20 8600 4800  
mail@lids-uk.com

drawing title

Hengrove Park  
illustrative site plots

scale at A1	scale at A3	drawn	date
1:3000	1:6000	AMS	08.06.18
job no.	drawing	rev.	
1062	P1130	A	

parameter plans - illustrative site plots



The Avenue - eastern apartment block



The Avenue - western apartment block



## design codes - creating living streets



**AECOM**

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Davidson  
Sandilands



Park Edge West



Park Edge South



## design codes - creating living streets



Perimeter Street



Village Green



## design codes - creating living streets



# illustrative masterplan

Site reference:

**BSA1401**

Site address/location:

Hengrove Park

Site area: 49.7 hectares

Ward: Hengrove

**Allocation: Housing, offices and open space in the form of a large high quality park****Development considerations**

Development should:

- take a coordinated approach to the delivery of this allocation and be guided by community involvement;
- secure a large park, sufficient in size to accommodate areas of formal open space, sport pitches and the option of a large events space;
- provide 0.175 hectares of allotments (the equivalent of 7 allotment plots) on the site;
- provide improved pedestrian links to the area of open space to the west of the site known locally as 'the Mounds' by connecting with established footpaths and providing new links;
- include small-scale retail facilities;

Development considerations *continued...*

- integrate with the new community hospital, South Bristol Skills Academy and Leisure Centre developed as part of Hengrove Park Phase 1 as well as the existing Leisure Park and Play / Wheels Park area;
- ensure that any scheme provides for necessary improvements to the surrounding highway / transport network;
- be designed to provide natural surveillance over open spaces and streets;
- maintain or strengthen the integrity and connectivity of the Wildlife Network;
- be informed by an ecological survey of the site and, where appropriate, make provision for mitigation measures;
- be informed by a site-specific flood risk assessment as the area of the site is greater than 1 hectare. This is a requirement of the Government's National Planning Policy Framework. The flood risk assessment should also consider impacts on the wider Brislington and Malago catchments to ensure that proposed and existing properties are not subject to increased flood risk;
- incorporate appropriate Sustainable Drainage Systems to minimise surface water run-off and risk of flooding;
- explore opportunities to open-up culverted sections of Brislington Brook;
- be informed by a Health Impact Assessment. This should include how the proposals have been discussed with local primary health care providers regarding impacts on primary health care services.

The estimated number of homes for this site is 1,000.

Explanation

A housing, offices and open space allocation is appropriate as:

- Hengrove Park is the largest regeneration site in the city with long-identified potential to be the centrepiece of a transformed South Bristol. It provides the opportunity to reinforce the success of Phase 1 of the Park's regeneration. As well as a mix of new homes and businesses, the allocation will provide a large high quality park. This park will be in addition to the 15 hectares of open space safeguarded at 'The Mounds' adjacent to the west of the site and the 13 hectares of open space to be retained either side of Briery Leaze Road adjoining the east of the site.
- It reflects the priority given in the Core Strategy to the regeneration of South Bristol through additional mixed-use development and the provision of new employment opportunities.
- It will significantly contribute to meeting the Core Strategy minimum target of providing 26,400 new homes in the period 2006-2026.
- The site is in a sustainable location close to community facilities, employment areas and public transport infrastructure.
- It reflects the Core Strategy approach to the location of new housing by developing new homes on land which does not need to be retained as part of the city's green infrastructure / open space provision.
- Its potential to provide new office floorspace will help meet the Core Strategy target of delivering 60,000m<sup>2</sup> of new office floorspace in South Bristol.

BSA1401

Development considerations *continued...*

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BSA1401